E. P. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO. LIMITED, LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1933. 日四初月八年七十二緒光 MONDAY, SEPTEMBER 16, 1901. 一拜禮 號六十月九英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED	Yen	24,000,000
CAPITAL PAID-UP	„	18,000,000
CAPITAL UNCALLED	„	6,000,000
RESERVE FUND	„	8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „
TARO HODSUMI,
Manager.
Hongkong, 17th April, 1901. [11

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months
4 % „ „ 6 „
5 % „ „ 12 „
E. V. RUTTER,
Manager.
Hongkong, 1st January, 1901. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£575,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „
T. H. WHITEHEAD,
Manager.
Hongkong, 9th July, 1901. [35

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL		$10,000,000
RESERVE FUND.—		
Sterling Reserve	$10,000,000	$13,750,000
Silver Reserve	$ 3,750,000	
RESERVE LIABILITY OF PROPRIETORS.		$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.
D. M. Moses, Esq. | N. A. Siebs, Esq.
A. J. Raymond, Esq. | H. W. Slade, Esq.
R. L. Richardson, Esq. | H. E. Tomkins, Esq.
H. Schübart, Esq. | Paul Witkowski, Esq.
CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 17th August, 1901. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [10

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital	£1,000,000
Paid up Capital	£ 324,374

HEAD OFFICE:—HONGKONG.
Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed ..... 5 %
Hongkong, 20th December, 1899. [8

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin | Calcutta | Hankow
Tientsin | Tsingtau (Kiautschou)
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
E. F. GROS,
Acting Manager.
Hongkong, 29th August, 1901. [961c

Intimations.

TAILORING DEPARTMENT.

Special Offer for Two MONTHS only of our Surplus Stock of Autumn Suitings at the following exceptional prices.

FLANNEL LOUNGE SUITS - - - - - - - - $20
TWEED AND CASHMERE SUITS - - - $29
BLUE SERGE SAC SUITS - - - - - - - - $30
WORSTED AND ANGOLA SUITS - - - $33
BLACK TWILL DRESS SUITS - - - - - $45

LANE, CRAWFORD & CO.

Hongkong, 12th September, 1901. [732c



Fr. BLUNCK,

SILK LACE MANUFACTURER AND EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER and RETAILER.

16th July, 1901. [715c

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!
Hongkong, 22nd July, 1901. [776c

Intimations.

BEEF TEA *versus* BOVRIL.

BEEF TEA.

"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to *extractum carnis*, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG,
Discoverer of Liebig's Extract, in *The Lancet*, Nov. 11, 1865.

BOVRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of flesh, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovril. [287c

BOVRIL

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.
17] DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."
A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines.
SOLE AGENTS for Fukumo, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.
N. INUZUKA, Manager.
Hongkong, 1st August, 1901. [563c

WILLIAM POWELL, LIMITED,
GENERAL DRAPERS, MILLINERS, GENTLEMEN'S OUTFITTERS, AND FURNISHERS.

Silks,	Underclothing,	Trunks Bags,
Dresses,	Lace,	China & Glass
Gloves,	Ribbons,	Toys,
Hoisery,	Trimmings,	Fancy Leather
Furs,	Linens,	Goods,
Flowers,	Boots and Shoes,	Bedsteads,
Millinery,	Gentlemen's Outfitting,	Ironmongery.

R. G. HECKFORD,
Manager.
782c]

Telephone No. 75.

EXTRA SPECIAL
FINEST LIQUEUR WHISKY
CALDBECK MACGREGOR & Co
SHANGHAI & HONGKONG.

CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS.
15, Queen's Road.
Hongkong, 12th September, 1901. [15

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Bombay*	A. S. Bradshaw	About 21st Sept.	Freight or Passage.
KOHAMA‡	*Ceylon*†	W. Hayward, R.N.R.	About 21st Sept.	Freight or Passage.
SHANGHAI	*Bengal*	A. L. Valentini	About 27th Sept.	Freight or Passage.
LONDON, &c.	*Chusan**	C. L. Daniel, R.N.R.	Noon, 28th Sept.	Freight or Passage.
STORE, PENANG & BOMBAY	*Tientsin*§	W. W. Cooke, R.N.R.	About 5th Oct.	Freight or Passage.

* (See Special Advertisement). † (Passing through the Inland Sea).
‡ *Vid* SHANGHAI and KOBE. § Calling at COLOMBO.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 16th September, 1901. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY, 18th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd January, 1902.
PREUSSEN	WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 19th February, 1902.
SACHSEN	WEDNESDAY, 5th March, 1902.

ON WEDNESDAY, the 18th day of September, 1901, at NOON, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 16th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 17th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 17th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 11th September, 1901. [22

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [23

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [16

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR MERCHANTS.
DIRECT IMPORTERS.
ALHAMBRA CIGAR.
"KIRIN" BEER.
HARVEY'S OLD VINTAGES.
[920c]

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.
CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.
CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.
THE SAME.

At other times and at all times Champagne Bitters and Whiskey is good.

Stick to this advice and you'll never know you have a liver.

WATKINS, LIMITED.

Chemists and Aerated Water Manufacturers.

Hongkong, 13th August, 1901. [714c

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$5.50 ₱ Cask of 375 lbs. Net ex Factory:
$3.30 ₱ Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [19

To-day's Advertisements.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG,"
of the HAMBURG-AMERIKA LINIE.
Captain H. Magin, due here with the outward German Mail about WEDNESDAY, the 18th instant, will leave for the above Places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to:
MELCHERS & CO.,
Agents.
Hongkong, 16th September, 1901. [22

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"
Captain T. Kitano, will be despatched as above on SUNDAY, the 22nd instant.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 16th September, 1901. [226c

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA,"
Captain , will be despatched for the above Port on or about, 15th October, Noon.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 16th September, 1901 [1019c

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M., the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 16th September, 1901. [1018c

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c

KELLY & WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations and two coloured Plates, by Dr. Patrick Manson	$6.50	BOXING, THE MODERN SYSTEM OF GLOVE FIGHTING, by Capt. W. Edgeworth Johnstone	$1.75
"HELLESPONT" ON BRIDGE	3.00	MURRAY'S HANDBOOK OF TRAVEL TALK in ENGLISH, FRENCH, GERMAN and ITALIAN	2.25
THE ARROW WAR WITH CHINA, by Chas. Leavenworth	2.25	ESSAYS AND ESSAY WRITING, by A. W. Ready	2.25
THE EXPANSION OF TRADE IN CHINA, by T. H. Whitehead	0.70	MUSCLE, BRAIN, AND DIET, A PLEA FOR SIMPLER FOODS, by E. H. Miles	2.25
THE TRIAD SOCIETY OF HEAVEN AND EARTH ASSOCIATION, by W. Stanton	3.50	UNDER THE DRAGON FLAG, Experiences in the Chino-Japanese War, by James Allan	1.50
A JAPANESE MARRIAGE, by Douglas Sladen	1.25	THE CHILD, HIS NATURE AND NURTURE, by W. B. Drummond	1.00
TRANSACTIONS OF THE KOREA BRANCH OF THE ROYAL ASIATIC SOCIETY, Vol. I	3.25	PEARS' ENCYCLOPEDIA	0.70
FRIEND TOMMY AND OTHER TOPICS, by Joss Chinchinjoss	1.00	"WITH STODDART'S TEAM IN AUSTRALIA, by Prince Ranjitsinhji	1.25
TRADE AND SHIPPING OF SOUTH-EAST ASIA	0.80		

THE
ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c

CLUB WHISKY.
$12 PER DOZEN.

F. O. S. WHISKY.
$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:
H. PRICE & CO.,
12, QUEEN'S ROAD.
Hongkong, 2nd September, 1901. [957c

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S
CELEBRATED
E
BLEND.
VERY OLD LIQUEUR
SCOTCH
WHISKY.

Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.

Per Dozen - - - - - - - $15.00

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.

IT is requested that all communication relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editors.
Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.
Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.
Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 16, 1901.

NOTES AND COMMENTS.

The Late President McKinley.

The late WILLIAM MCKINLEY, President of the United States, whose death it is our melancholy duty to record this evening, was born at Niles, Trumbull County, Ohio, in the United States, on 29th January, 1843. He was educated at Poland Academy and Alleghenny College, Pennsylvania, and afterwards taught in the public schools. On the outbreak of hostilities between the North and South, Mr. MCKINLEY enlisted as a private in the 23rd Ohio Volunteer Infantry, becoming Commissary-Sergeant on the 15th April, 1861; 2nd Lieutenant in September, 1862, 1st Lieutenant in February 1863, and Captain in July 1864. In March, 1865, he was brevetted Major by President LINCOLN for gallantry in battle, and was attached to the staff of General S. S. CARROLL. On the conclusion of the war Mr. MCKINLEY turned to the law and became a barrister in 1867, settling at Canton, Ohio, where he resided until the day of his death. In 1876 he was elected a member of the House of Representatives and for fourteen years represented the Congressional District to which his county belonged. As Chairman of Ways and Means Committee he reported on the Tariff of 1890. In November, 1890, he was defeated in the elections for Congress, but next year he was elected Governor of Ohio, and again in 1893. In 1892 he was Delegate at large from Ohio, and supported the renomination of Mr. BENJAMIN HARRISON to the Presidency. On the 18th June, 1896, he was nominated for President at St. Louis, 661 out of a total of 905 votes being given to him, and at the ensuing November election he was made President by a popular plurality of 600,000 votes, receiving 271 electoral votes against Mr. W. J. BRYAN'S 176. Last November he was re-elected by 295 votes against Mr. BRYAN'S 152.

REUTER'S TELEGRAMS.

THE WOUNDED PRESIDENT.—CONDITION CRITICAL.

LONDON, September 13th.

All the physicians were at the bedside of the wounded President at three this morning, and an authorized announcement was made that the patient was critically ill.

The change in the President's condition was quite sudden. The bulletin dated 2.50 this morning says the patient's condition occasions the gravest apprehension. The bowels, which yesterday evening stopped, have since moved, but the heart does not respond to the stimulation of strychnine, digitalis, and other powerful drugs.

The President is conscious and calm.

LATER.

PRESIDENT MCKINLEY DYING.

The wounded President is just holding his own with the aid of drugs administered to sustain the heart. The hope of recovery is small. The suddenness of the relapse has caused general consternation, and all markets are demoralized.

President McKinley is dying.

GERMANY AND RUSSIA.

The German Emperor had a long interview with Count Lamsdorff, Russian Minister of Foreign Affairs, yesterday.

THE CANADIAN EXCLUSION ACT.

The Dominion Government, at the instance of the Imperial Government, has disallowed the Columbian Acts establishing the education test with a view to the exclusion of Chinese and Japanese, and forbidding their employment on certain works.

DEATH OF PRESIDENT MCKINLEY.

September 14th.

President McKinley is dead.

LOCAL AND GENERAL.

LIEUT. E. L. DUNCAN, of the Hongkong Volunteers, has resigned his commission.

MESSRS. LANE, CRAWFORD & CO. are advertising some very cheap autumn suitings just now.

THE FRENCH CONSULATE is, according to a *Gazette* notification, now in charge of Monsieur R. Reau.

MACAO, according to a *Gazette* notification, is now free from plague, and all special sanitary measures have consequently been suspended.

THE FLAGS on all the principal buildings and on most of the vessels in port were half-masted to-day for the late President McKinley.

DR. ALFRED WILLIAM PEARSE is gazetted as Assistant Medical Officer of Health, the appointment to date from the 19th August.

THE DEAD MARCH was played at the Cathedral yesterday at the opening of the morning service, out of respect to the memory of the late President McKinley.

MOTHER: "Joe, why does that hen persist in laying in the coal bin."

JOE: "I think she must have read the sign. 'Now is the time to lay in your coal.'"

THE AMATEUR DRAMATIC CLUB will not give any regular performance during the cricket week, we are told, but will content themselves with a variety entertainment instead.

A LICENSING SESSIONS will be held at the Magistracy on Tuesday, the 24th instant, to consider an application from John Lacock for a publican's licence for the Bay View Hotel

VARIOUS MARKS of respect were exhibited in the City to-day in sympathy with America's recent loss. The Equitable Life Assurance Co.'s office closed for the day out of respect for the late President.

WIFE: 'And how do you like this pudding? I made it all myself, out of Mrs. Thingummy's cookery book.' THE BRUTE: 'Ah that accounts for it; it must be the leather binding that makes it so tough.'

'WHAT IS THAT old proverb about the moss and the rolling stone?' queried the country girl. 'A revolving fragment of the palæozoic age collects no cryptogamous vegetation," replied the cousin from Girton.

BEFORE THE MAGISTRATE.—"Prisoner, you hear what the clerk says; there are fourteen convictions on similar charges against you. Are you not ashamed?" "Well, I carn't say as I am, yer wushup. I don't think no man oughter be ashamed of 'is convictions." "Two months, without the option of a fine."

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 15th September are:—

	Library.	Museum.
Non-Chinese	313	57
Chinese	88	1,649
Totals	401	1,706

THE FOLLOWING TELEGRAM is published in the *Gazette*:—"Governor, Hongkong. Following telegram received from the Secretary of State for the Colonies to be repeated by me. Protocol signed 7th September. Powers have consented to Chinese import duties being placed on treaty basis of effective 5 per cent. on Maritime imports including articles hitherto free, with exception of rice, cereals, and flour of foreign origin. New tariff will come into force two months after 7th September and exception has been made only in case of merchandise *en route* (for) ten days at latest after 7th September. Duties will be levied *ad valorem* pending conversion specific duties. Swettenham."

COTTAM & Co. for SILK SOCKS and PUMPS.

THE REV. J. G. WILLIAMS, yesterday, announced from the pulpit his determination to resign the pastorship of the Union Church. A meeting of seatholders will be held shortly to arrange for the appointment of a successor.

WE REGRET to announce the death of George Baird, aged 24, late of Tayport, Fifeshire. Formerly of the Royal Marines, he came out to Hongkong and joined the police in March, 1900. Fever was the cause of death.

A TELEGRAM has been received by the Hongkong Government from the Secretary to the Government of India, Home Department, Simla, stating that 171 cases and 137 deaths from plague were reported at Broach Port, Bombay Presidency, between the 13th August and 12th September last.

"PERHAPS it may be thought that enough has already been said and written against this present prevailing and objectionable fashion (trailing skirts), but it may be of interest to state," says a correspondent of the *Times* "that it is not an entirely modern one, but was known to many of us 50 years ago. When the first great glass house was built in Hyde-park Sir Joseph Paxton was asked how he intended to have the flooring swept and cleaned. He replied that no arrangements for this purpose were needed as the ladies' skirts would do all this, spaces being left between the planks expressly for this purpose, and the result proved the truth of his anticipations, little foreseen by the wearers. Till this all-prevailing and disgusting custom is abolished (which cannot be in a day) may I suggest that if trains are desired in the house, why should not dresses be looped up by buttons when out of doors, by which simple process much of the danger would be prevented?"

THE Committee of the Civilian Club arranged another of their enjoyable picnics last Saturday afternoon. The reputation these outings have gained was amply borne, witness to by the gathering of members their friends, wives and sisters that turned up at 3 p.m. at the pier. The launch first made for Picnic Bay which was reached about 4.30, here bathing was indulged in, all entering heartily into the fun of the thing. An impromptu programme of athletic sports was gone through on shore to the delight of the ladies. "All aboard" was the cry about 6.30 when a start was made for home and everyone after their exertions found the refreshments provided very acceptable. After ample justice had been done to the good things provided by the committee, a concert was held. A piano had been procured from the Robinson Co. and there was no shortage of talent. A most enjoyable trip back was made, the many singers and able accompaniments not allowing of a dull moment. So ended another triumph for Mr. Wooley, and energetic *confreres*.

ONE has heard of the old "gobey" who built a cart in his small backyard, says a home contemporary, and then realised, to his horror, that he couldn't get it into the street without pulling down the wall. It is safe to assume, however, that, stupid as many corporate bodies are, there is no previous case on record where the old man was so cleverly imitated as at Blackpool. A large building, with massive iron arches at the entrance, has been almost completed in Whitegate drive, in that town, for the trams to go "on circuit" round by Marton Church. This is a new service, and while the shed is in course of erection the cars are left on the lines houseless by night. The Tramway Committee having overcome a very irritable difficulty respecting a number of wrongly gauged wheels, which have caused any amount of friction, are now confronted with the fact that the arches of the shed are not wide enough to allow the cars to pass under cover! A meeting of the committee has been held, and many heads have been scratched anent the muddle, but the only way out seems to be to pull the whole of the splendid frontage down. People meanwhile are tittering in whatever part of the enlightened town you meet them—and some are even saying nasty things about the erring ones.

CAPE TOWN is the scene, says the correspondent of the *Daily Mail*, of a carnival of crime without precedent in its history. It has by slow degrees, and by their banishment from other centres of South Africa, become the happy hunting ground of bands of desperadoes who stick at nothing to gain their ends. The carnival commenced some months ago, with the murder of a bank manager in the suburbs in broad daylight. The murderers were never detected. Then jewel robberies occurred in the principal thoroughfares of the city, and in no single case were the thieves discovered. Jewellery to the value of thousands of pounds has been stolen on several separate occasions, and there the matter ended. Robberies of large sums of money took place while pay clerks and others were leaving the city banks with the weekly wages for the employees. Then a perfect epidemic of burglary set in, and houses were ransacked by the score. Next more murders took place, and latterly robberies and brutal outrages have been committed at the local Mansion House Corner, the centre of the tramway system, a portion of the city well lighted and much frequented at all hours of the day and night. One of the blackest features of the epidemic is the wholesale robbery of men who having come down from the front, get paid off in Cape Town. Hundreds of these men have been waylaid in the streets, beer-houses, and so-called restaurants of the city and drugged, robbed, and battered about. The Government have decided to import from England a considerable number of police officers and detectives, and the rate of wages will be high. The carnival is one of the legacies of the war.

COTTAM & Co. for EVENING DRESS SHIRTS.

AT THE MAGISTRACY.

THE BOYS AGAIN.

Yung Min and Lee Yun Kun were charged by Mr. Goosmann of Messrs. Melchers & Co. with stealing a scarf ring valued at $6.

P.C. 279, declared, said:—He was on duty on Sunday evening in Hollywood Road. He saw the second defendant go into a pawnshop and followed him. He saw the defendant hand the ring produced to the pawnbroker, saying "that the ring belonged to a friend of his who asked him to pawn it. He (the witness) caught hold of the defendant and asked him where he got the ring. He said he got it from a friend, and pointed out the first defendant. The witness brought both to the station.

Mr. J. Goosmann, sworn said:—He had had the ring about 20 years.—It had been put aside and practically been forgotten. The first defendant had been a boy in his employ and had borne a good character. The first defendant was drunk yesterday.

The prisoners were each sentenced to 14 days' hard labour.

* * *

DRUNK AND INCAPABLE.

Herbert Jones was fined $2, for being drunk and incapable.

* * *

UNLAWFUL PAWNING.

Yeung Tsung Tsin was sent to gaol for three weeks for stealing a pair of trousers. The evidence was uninteresting but conclusive.

* * *

OPIUM CASE.

Fa Yung was charged with having in his possession 13 taels of prepared opium and was fined $250 or 3 months' imprisonment. He went to gaol.

* * *

GAMBLING.

Inspector Warwock brought up eleven Chinese for gambling. The defense was that they were only playing for amusement. They were each fined $3 or eight days.

* * *

TORTURING PIGS.

Sergt. Burchell, L.S. 83, charged Yeung Tim with bringing animals into the Colony in an improper manner. The defendant was fined $25 or 6 weeks. He went to prison.

* * *

OPIUM.

Wong Shiu Po was fined $100 for having 5 taels and 3 mace of opium unlawfully in his possession.

CANTON NOTES.

FRENCH SCHOOL.

(*From Our Own Correspondent.*)

CANTON, September 13th.

The French are not neglecting any opportunities of gaining influence in and around this city. It would seem that the yamén inside the walled city in the Wai Oi Street, which they occupied during the War (1856) and which they have retained ever since, as the British have theirs, has not been used at all. Now, however, they have converted it into a school in which Chinese boys are taught the French language, and probably the rudiments of learning, for one dollar per mensem.

There are over twenty scholars already, and I understand, that the tutorial staff is composed of three Frenchmen and one Chinese assistant.

Such legitimate and beneficial influence is more than counterbalanced by the fact that there are over thirty English schools in the city and suburbs with an average attendance of fifteen boys. The demand for instruction in English is so great that almost any Chinaman, who has been abroad for a few years, can open a school, and get a class of boys who are willing to pay $2 a month. Only three of the English schools are under foreign supervision, the rest are managed solely by natives.

Referring to the non-collection of the house-tax yesterday, the day appointed in the proclamations, it seems to be due largely to a telegram received from Cheung Chi Tung by To, requesting the latter to be careful in the matter, as it had already given rise to many troubles in Hunan and Hupeh.

FOOCHOW ECHOES.

The following items are from the *Foochow Echo* of the 7th inst.:—

The Foochow Gun Club shot their annual Match with Shanghai yesterday. The light was good, but a strong wind made the birds fast and rather difficult. A lot of interest was taken in the match as Foochow only required one more win to secure the Cup. We are glad to hear they were successful, Shanghai scoring 67 against Foochow's 72. A large number of visitors watched the shooting. Mr. Gittins acted as Referee and Mr. Brockett as scorer.

The individual scores are:—

Foochow.		Shanghai.	
G. L. Greig	15	Cushny	13
M. W. Greig	12	Lachlan	12
C. L. Howell	15	Read	11
J. G. Oswald	16	Ross	16
P. M. Skene-Knox	14	Rudolph	15
Total	72	Total	67

Nothing daunted, the enterprising owners of the wrecked *Sobraon* are now working away at their property under water with as much zest as when it still rested on the rocks, and it is understood that they are meeting with fair success.

The dismal appearance of the street running through the scene of the late fire remains unchanged, the proprietors of the property, with the exception of Messrs. Gilman & Co., not having as yet commenced rebuilding.

COTTAM & Co.'s VARIED ASSORTMENT of SILK BRACES for EVENING WEAR.

AN ARISTOCRATIC VICE.

COCAINE VICTIMS.

(*Daily Mail.*)

Recent tragic events have revealed something of the growth of the most deadly form of narcotism known—the cocaine habit. Not long since this was quite unknown here. To-day every busy West-end chemist can tell stories of its victims who flock to him.

The first alarm of the growth of the cocaine habit came from New York about fourteen years ago. But as late as 1894 the then leading authority on inebriety in this country was able to declare that only very few cases were known here.

Now cocaine injection has firmly established itself in London, not among the common people, but among the cleverest men and women. It can be carried on so secretly that for a time even the nearest friends of the drunkard have no suspicion of it. It has none of the repulsiveness of ordinary intoxication. Doctors are its chief victims, writers and politicians come next, and the more artistic the temperament the greater the peril this new habit presents.

SUBTLE INEBRIETY.

Cocaine injection is without question the most dangerous and subtle form of inebriety known. Compared with it, even morphinomania is comparatively harmless. It grows on one with amazing rapidity, and gives little or no warning of the harm it is doing until the evil is accomplished almost beyond recall. With most narcotics, you have quick presage of coming evil. Let the average man inject a dose of morphia and he will find the temporary ease followed by excruciating headache, by raw nerves, and fearsome depression of spirits. But with the cocaine at first there is none of this. You feel young and vigorous again. Pain is deadened. The things that troubled you seem swept out of your life. You have a sense of self-satisfaction, of buoyancy, of ease and pleasure. In the normal man or woman there is often at first no great reaction, although in this, as in every nerve poison, the effects differ according to individual temperament.

But the pleasure passes off very quickly, even more quickly than with opium, and the victim is almost inevitably driven to renew the injection. In many cases from twelve to twenty doses are before long taken in a single day. This costs money. Cocaine hydrochlorate, the form of the drug used for this purpose, is very expensive. Wholesale it costs twenty-five shillings an ounce, and retail usually about three times as such. In one known case a man spends as much as ten shillings a day on his cocaine.

The first harmful result seen is often enough not physical but moral. Cocaine even more than morphia, destroys the moral sense. This is no figure of speech, but a plain statement of an observed and undeniable fact. The cocaine fiend does not become violent or brutal. On the contrary, he seems more gentle and more refined than ever before. His artistic perceptions are in every way quickened. But though he has hitherto been scrupulously honest, he will now often steal without shame. He often seems to forget the meaning of truth. It is yet a moot point with pyschologists how and why this destruction of the moral sense is accomplished. But that it is accomplished admits of no denial.

KLEPTOMANIACS.

Many of the cases of kleptomania which excite so much surprise, and many of the unaccountable crimes among well-to to people, are solely due to this. As one chemist put it somewhat bluntly to me: "When a person comes in here and asks for cocaine or morphia or chloral, I, of course, fill in the doctor's prescription. This is my business. But I take care to keep a close eye on that customer's fingers all the time she is in the shop. The cocaine fiend will steal anything if she thinks she can do it unobserved. If you let her get into your debt she will never pay you. Among my regular customers some come with a story that they have left their purses behind, or something like that, and wish me to trust them. I never do that with a cocaine or chloral taker now. I have been bitten too often. Every other chemist will tell you the same."

This is only the beginning. The moral effects are after a time followed by very decided physical ones. First comes indescribable depression of spirits, sleeplessness, distaste for food. This is often enough followed by complete mental breakdown, sometimes by suicide. So much has the habit grown that a new industry has sprung up in England during the past few years, the establishment of "homes" for well-to-do narcotists. These homes are not usually registered under any Act. Many of them do not advertise, but are supplied with patients by their private connection of doctors. Others advertise as regularly in medical papers as great hotels do in ordinary organs.

AN ARISTOCRATIC VICE.

The cocaine habit has not reached the common people. I doubt if in all the long list of victims in England you will find a single mechanic or one working woman. It is people to whom ordinary drunkenness is repulsive that narcotism appeals in the most subtle way. A few doses of cocaine enable the busy society woman to get through her season all right, and she can maintain this habit often enough for months together without even those nearest her knowing it.

Cocaine injection is not the only nor the most popular form of narcotism in this country. In great districts in the north of Ireland ether drunkenness is general even among the poorest. You can get drunk on ether for a trifling cost, and you can be drunk and sober again several times in a day. In the fen country opium-taking is common among the agricultural population. Opium is primarily used there as a preventive against ague, and some of the amounts consumed sound almost incredible. Chemists will tell you of farmers who come in on market day and call for their wine-glass full of laudanum, and drink it unmoved. Of course, this can only be done after many years of hardening to the drug, for a very small portion of such a dose would kill an ordinary man. Among middle-class women all over the country chlorodyne-takers may be found. Chlorodyne has sprung into popularity owing to the ease with which it can be obtained. For most narcotics you must have a doctor's prescription, but for chlorodyne you need none. This habit is very expensive, though not nearly so much as cocaine. An average expenditure of 16s. a week is the most I have been able to come across by a woman on chlorodyne.

Of morphia and chloral there is little need to speak. The list of morphia victims in this country, if it could be given, would be amazing. Morphia, like cocaine, takes most hold of the cleverest people.

HIDDEN DANGERS.

But so long as these drugs go under their own names their harm is to a certain extent limited. A greater danger is when they are disguised by greedy sellers as harmless preparations. Some delightful French tonics largely used by ladies who would scorn whisky, and who look on brandy as an abomination are nothing but pure spirits of wine flavoured. Many "bitters," soothing-syrups, and cough syrups, largely sold under fancy names, contain great proportions of opium. Worst of all are many so called "cures for the drug habit." Some of these, it is true, are quite harmless and useless, powdered sugar being their most considerable ingredient. But others feed the habit they are supposed to cure. One largely advertised cure for the "whisky and opium habit" consisted of a mixture of whisky and opium. The State Health Board of Massachusetts some time ago analysed twenty samples of these so-called "cures" In every case but one they contained morphia.

The cocaine habit inevitably means death if persevered in. If the victim tries to conquer it, him or herself, failure is the most likely result. But by placing himself under the absolute control of a stronger will, cure can be had. There is one extraordinary fact for which I can give no explanation whatever. It is a commonplace that while men drunkards are very often reformed, the reclamation of a confirmed inebriate woman is very very rare. But in drug-taking this is completely reversed. It is very much easier to reclaim a woman narcotist than a man, only once the habit is really established a cure comes seldom. The greatest expert of his time on this subject, Dr. Norman Kerr, once told me that he never knew a confirmed morphinomaniac of whom he could really say that a perfect cure had been accomplished. For this habit gets so terrible a hold of its victims that home and honour, wife and friends, can all go, and reputation can vanish if momentary satisfaction can be obtained.

Undoubtedly one great cause of the growth of the drug habit has been the popularisation of "tabloid" and compressed pellet medicines. These have made self-drugging easy.

FRED. A. MCKENZIE.

SIGNIFICANCE OF THE DUTCH ELECTIONS.

The resignation of the Dutch cabinet as a result of the Parliamentary elections, which show a loss of thirteen seats to the Liberal Party, appears to the *Independance Belge* (Brussels) to indicate that Holland is now passing through a politico-social crisis such as came so near disrupting Belgium in 1884. Says the Brussels journal:

"The moderate Liberals, in their fear of universal suffrage, which would give a prominent position to the Socialists in the Dutch party régime, have preferred to hand over victory to all the forces of reaction, Catholic and Protestant, and they have deliberately sacrificed all the great work of the Liberal cabinet. In place of eminently democratic governmental tendencies which have permitted the establishment of compulsory education, and reform in the army, we see strictly sectarian ideas triumphant, ideas which would return the country to traditional ways long since abolished, . . . and create a chronic sore spot in this great little nation, one of the most energetic, intelligent, and progressive of Europe."

The result of the Dutch elections has an international significance, declares the *Journal des Débats* (Paris). The rest of the world will sooner or later be called upon to face the problem of suffrage and the relation of church to state, if it has not already solved this problem. This journal points out a difference between the crises in Belgium and Holland. In the former country the population is by birth almost exclusively Catholic, while in Holland the people are even more Protestant, yet in the end, the *Débats* predicts, Liberalism will triumph in Holland as it has already done in Belgium. The *Osservatore Romano* (Rome), organ of the Vatican, rejoices in the Catholic victory and the Socialist setback.

For some time past English papers have been declaring that Germany has serious designs on Holland's independence, and that the marriage of the Dutch Queen to a German prince is the first step in the absorption process. The Queen's marriage, declares *The Saturday Review* (London), is a step toward the manifest destiny of Holland—its union with the German empire.

"This event, coming as it does at a time when the people of Holland have done everything to alienate the sympathies of their ancient ally and protector [England], points unmistakably in the direction of the absorption of Holland in the German empire. Nor is there anything in the past history of Holland or the present tend of international politics, to make such a denoûment seem strange or abnormal. Before the people of the United Provinces emerged victorious from their heroic struggle with Philip of Spain, the Hollanders had been subject for many centuries to the alternate dominion of Frankish or German emperors. It was not until the seventeenth century that Holland justified her existence as a separate nation by that remarkable display of commercial energy which gave her for a brief period the supremacy of the sea."

This London journal declares that, if Germany should propose to incoporate Holland into her empire, "England would stand aside," and closes with the following bitter fling:

"Nor is there anything in the present character of the Hollanders to make this destiny of reincorporation into the German empire appear unsuitable. The Hollander of to-day is a degenerate who resembles his ancestors of the sixteenth and seventeenth centuries in little else than the ingrained passion for commercial gain. His national and personal outlook upon life is narrow and devoid of dignity; and on such a people political association with their German kinsmen, if it did not provide them with nobler ideals, could at least exercise no deteriorating influence."

The Chronicle (London) also believes that absorption will come. It says:

"Holland, within the German empire, would give the latter that outlet to the sea in a north-westly direction which is particularly desirable to a country with a rapidly growing trade. A union, political or commercial, is at present a dream of the future, but it is a dream which every far-sighted German statesman must occasionally allow himself to dwell upon as a possible solution of the internal difficulties which must sooner or later be grappled with."

The *Temps* (Paris) poohs poohs the idea of Germany absorbing Holland, and declares such reports are merely evidences of English resentment over Dutch sympathy with the Boers. At the same time, it remarks, the silence of the German papers on the subject—no denials or comments appearing in the journals of the Fatherland—is significant.—Translations made for *The Literary Digest*.

PRIVATEERS.

"MATIN" EXPECTS TO SEE THE CORSAIR FLAG BEFORE LONG.

PARIS, August 15th.

The *Matin* publishes to-day text of the letters of marque which, it declares, Mr. Kruger is being urged to sign, in order to send out corsairs to prey on the English mercantile marine.

Many sailors, says the *Matin*, have long been offering the Boers their aid, which the Boers have, nevertheless, consistently refused. Now, however, "hatred calls forth hatred, violence provokes violence," and, as the direct consequence of Lord Kitchener's proclamation, the *Matin* would not be surprised to see "black flags of corsairs trailed across the seas."

The document, which is too long to quote in extenso, begins by reminding the captains of the corsairs that they equip their ships at their own risk.

For remuneration the Government of the South African Republics will, if the Republics retain their independence, pay the captains £80 per ton, displacement, of each English warship, and £40 per ton, gross tonnage, of each English merchant vessel sunk or captured.

Neutrals must be carefully warned before the corsair begins operations, and no English vessels out at sea at the date when this document is signed must be touched.

Payment of the remuneration promised will be made out of the indemnity claimed from the British Government within 15 days of peace being signed.

If the warning of the danger run by English vessels, contained in this document, resulted in an immediate peace, preserving the independence of the republics, the expenses of the equipment of the corsairs will be paid and a sum of £40,000 given as a reward for each corsair's intervention."

Provided neutrals are warned and English ships ignorat of these letters of marque are not touched, the corsairs may employ what methods they please.

The signature of full peace will alone be the signal for the corsairs to cease operations. *Morning Leader Cor.*

LIFE IN QUETTA.

Existence in Quetta is never humdrum, says a contemporary. It may be dull occasionally, but the monotony is periodically broken by some thrilling occurrence. When the pilfering Pathan or the appropriating Afridi is not lifting rifles from under the very noses of the soldiers, the garrison is momentarily excited by a sentry being found stabbed to death, or some fanatic, in his eagerness to gain paradise surely, turns ghazi, runs amok, and slays a European or two. One of the latter incidents, though in this case unattended by fatal results, happened recently. While a battery of artillery was returning to garrison along the Bolan road, the officer in command, Lieut. Caldecott, noticed a man standing in the middle of the road. He did not move when motioned aside, but as the officer came near he drew a sword from his robe and cut at him viciously. Strangely enough—for the frontiersman's blow is usually sure and deadly—he missed. The fanatic, who was a Baluch, then swiped at Trumpeter Haggerty, who was immediately behind his officer. Haggerty ducked, and the sword cut clean through his helmet, just missing his skull. Thereupon the Baluch, thinking he had severed the head of the infidel (being Haggerty) set up a wild war dance in the road, flourishing his sword, and shouting greatly. A blow on his sword-arm by a gunner sent the weapon spinning, and another stretched Mr. Baluch on the ground. After that it was easy work handing him over to the police.

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COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS. [1150

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NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 24 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator.

Hongkong, 23rd August, 1901 [907c

WANTED,

A CHINESE or PORTUGUESE at once, as an ASSISTANT BOOKKEEPER. Salary $35 to $40.

Apply personally to—

H. RUTTONJEE.

Hongkong, 6th September, 1901. [980c

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL.

Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to

THE MANAGER, CRAIGIEBURN HOTEL.

Hongkong, 8th August, 1901. [852c

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AN EXPERIENCED MAN of business to Act as COMPRADORE from next China New Year.

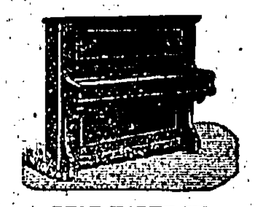
Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors,

E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c

THE ROBINSON PIANO CO., LIMITED.



BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901 [871c

HONG SING,

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ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvasses, and Ducks, Complete Gentlemen's Outfitting.

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SANITARY SOAP. JEYES FLUID DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

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Hongkong, 9th March, 1897. [42

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H. RUTTONJEE, 5, D'Aguilar Street.

Hongkong, 27th April, 1900. [34

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS.

H. RUTTONJEE, 5, D'Aguilar Street and 39 & 40, Elgin Road, Kowloon.

Hongkong, 13th July, 1901. [34

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

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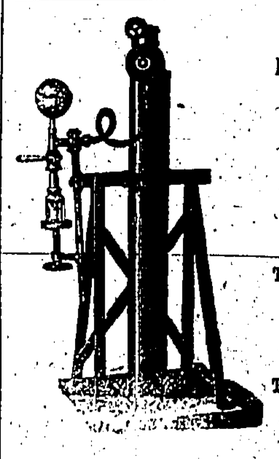
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Price $150.00 Complete.

New Silver Mounted Briar Wood Pipes in Cases, Cigar Holders, Cigarette Holders, Match Golf Balls, Tracing Paper in Rolls, Badminton Tennis Balls, Footballs, and Sandown "Race Game."

23 & 25, Queen's Road, Hongkong. [689c



NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901 [733c

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898, [21

DROZ & Co.,

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901 [526c

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG, *SOAP MANUFACTURERS.*

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896 [28

SIEN TING,

SURGEON DENTIST, *No. 14, D'AGUILAR STREET.*

TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1898 [10

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to C. GIRAULT.

Hongkong, 20th August, 1901. [867c

NEW VICTORIA HOTEL.

ROTISSERIE.

Meals à la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer, *Proprietors.*

Hongkong, 2nd September 1901. [958c

For Sale.

FOR SALE.

RURAL BUILDING LOT No. 1, situate upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to

DENNYS & BOWLEY, Solicitors, SUPREME COURT HOUSE.

Hongkong, 24th August, 1901. [910c

A SPECIAL SALE

WILL BE HELD AT THE ITALIAN CONVENT, on behalf of the poor Orphans from the 23rd instant, at 2 P.M., to the 28th, of Ladies' and children's underclothing and other useful and embroidered articles suitable for birthday presents &c.

The prices will be marked on every article. The Superioress hopes to receive and merit a large share of public patronage.

ITALIAN CONVENT, 20 Caine Road.

Hongkong, 9th September, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply "STEAM," C/o The *Hongkong Telegraph.*

Hongkong, 10th August, 1901.

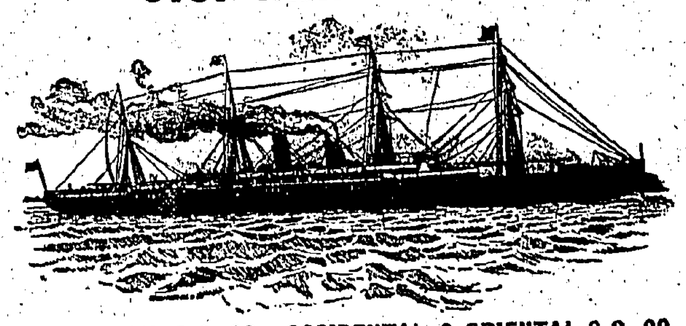
FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [565c

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....TUESDAY, 24th September, at Noon.
"GAELIC".....WEDNESDAY, 2nd October, at Noon.
"CHINA".....SATURDAY, 19th October, at Noon.
"DORIC".....TUESDAY, 29th October, at Noon.—
"PERU".....TUESDAY, 12th November, at Noon.
"COPTIC".....WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING," will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*,

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities in the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 3 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

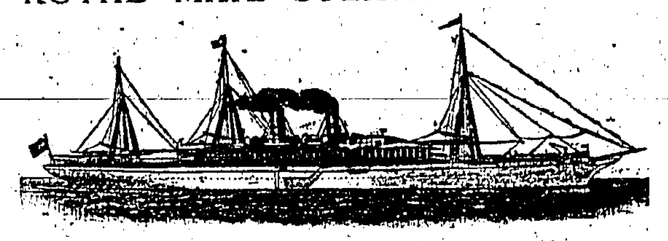
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 10th September, 1901. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901  1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 28th August, 1901. [3

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD,

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ANDALUSIA ..... Ehlers	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	21st Sept.	Freight.
ARABIA ..... Sachs	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th Oct.	Freight.
KOENIGSBERG.. Christiansen	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	19th Oct.	Freight and Passengers.
BAMBERG ..... Jacobs	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd Nov.	Freight.
SEGOVIA ..... Foerck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	16th Nov.	Freight.
MARBURG ..... von Binzer	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	30th Nov.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 23th September, 1901. [431c

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 16th September, 1901. [988c

Insurances.

40 Years Experience

Is represented in the Continuous Installment Policies of the Equitable.

A guaranteed INCOME FOR LIFE even if you live as long as Methusalah.

The ideal Assurance

Particulars for the asking.

The Equitable Life, "Strongest in the World."

F. KIENE,
Manager, Hongkong.

Hongkong, 10th September, 1901. [995c

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office,

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. [712c

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [30

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [709c

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [822c

TO LET.

A HOUSE in RIPON TERRACE.

"THE RETREAT," MOUNT KELLETT.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [209c

TO LET.
(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to
PUN HUNG,
85, Queen's Road Central.

Hongkong, 17th July, 1901. [761c

TO LET.

GODOWN—PRAYA, KENNEDY TOWN.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

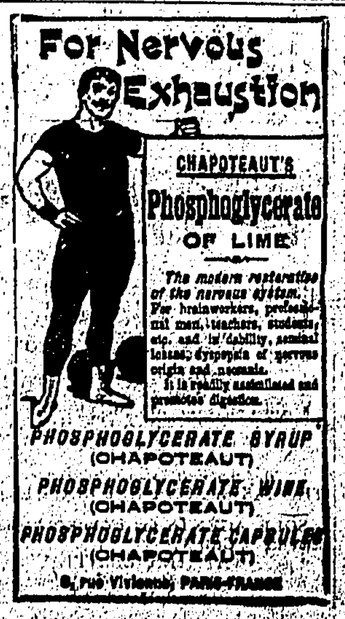
Hongkong, 4th September, 1901. [971c

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to—
SANG KEE,
298, Des Vœux Road Central.

Hongkong, 5th September, 1901. [976c



THE PLAGUE.

Number of cases reported up till noon of the 14th September, 1901	Chinese	1,556
	Other Asiatics	53
	Europeans	30
Number of cases reported during the past 48 hours	Chinese	0
	Other Asiatics	0
	Europeans	1
Total number of cases reported to date		1,640
Number of deaths reported up till noon of the 14th September, 1901	Chinese	1,522
	Other Asiatics	35
	Europeans	11
Number of deaths reported during the past 48 hours	Chinese	0
	Other Asiatics	0
	Europeans	1
Total number of deaths recorded to date		1,569

Since noon on Saturday last the cases and deaths are :—

Cases Chinese	0
" Other Asiatics	0
" European	1
Total	1
Deaths Chinese	0
" Other Asiatics	0
" Europeans	1
Total	1

The plague returns for last week were :—

Cases	11
Deaths	11

* * *

The European death from plague reported to-day is that of Stanley William Bell Ford, aged 11 years.

THE PEACE PROTOCOL.

ANNEX NO. 17.

THE CONSERVANCY OF THE WHANGPOO.

I.—There is established at Shanghai a River Council (River Conservancy Board) for the river of Whangpoo.

II.—The Board shall have the double duty of acting as a medium for the rectification and improvement of the river way and as a medium of control.

III.—The jurisdiction of the Board shall extend from a line drawn from the lower limit of the Arsenal of Kiangnan towards the mouth of the creek called "The Arsenal" till the Red Buoy in the Yangtsze.

IV.—The Board shall be constituted as follows :—

(a.)—The Taotai.

(b.)—The Commissioner of Customs.

(c.)—Two members elected by the Consular Body.

(d.)—Two members of the General Chamber of Commerce of Shanghai elected by the Committee of that body.

(e.)—Two members representing the interests of shipping elected by the Shipping Companies, Commercial Houses, and Merchants whose maritime traffic, for the total of the imports and exports from Shanghai to Woosung, or any other port on the Whangpoo, exceeds fifty thousand tons per annum.

(f.)—A member of the Municipal Council of the International Settlement.

(g.)—A member of the Municipal Council of the French Concession.

(h.)—A representative of each of the countries whose maritime traffic, for the total of imports and exports to Shanghai and Woosung, exceeds two hundred thousand tons per year.

—The representatives will be designated by the Governments of the countries in question.

V.—The ex-officio members shall perform their mandate as long as they occupy the post in virtue of which they form a part of the Board.

The representatives of the Municipal Council and of the Chamber of Commerce shall be elected for the period of one year. They will be immediately re-eligible.

The representatives of the Governments referred to in section (h) of Article IV. shall also be designated for the period of one year.

VI.—The mandate of the other members shall be for three years. They will be immediately re-eligible.

VII.—In case of a vacancy occurring in the course of a mandate, the successor of the retiring member will be designated for one year or three years according to the category to which he belongs.

VIII.—The Board shall name its President for one year, as well as its Vice-President, chosen from among the members. If there is not a majority for the election of the President, the Doyen of the Consular Body will be asked to give a casting vote.

IX.—In case of the absence of the President he shall be replaced by the Vice-President. If both are absent the members present shall designate from among themselves a President *ad hoc*.

X.—At all the meetings of the Board if there is an equality of votes that of the President shall be decisive.

XI.—The Board can only deliberate when four members are present.

XII.—The Board shall nominate the functionaries and employés whom it deems necessary for the execution of its work and the application of the regulations, and shall fix their appointments, salaries, and emoluments, and shall pay them from the funds at its disposal; it can issue regulations, regulate the duties of the personnel and dismiss them at pleasure.

XIII.—The Board shall draw up regulations to control the traffic, including the placing of mooring apparatus in the River, and the regulation of the mooring itself within the limits indicated in Article III, as well as in all the waterways such as the Soochow Creek and others traversing the French Concession or International Settlement at Shanghai and the foreign quarter at Woosung, as well as on all the creeks debouching on the River, as far as a distance of two English miles above their mouths.

XIV.—The Board has the right to expropriate the fixed mooring apparatus belonging to private individuals and to establish a system of public mooring apparatus in the River.

XV.—The authorisation of the Board is necessary for the execution of all works of dragging, construction of quays, jetties, as well as for the establishment of all pontoons or floating houses in the section mentioned in Article XIII. The Board may refuse this authorisation at its discretion.

XVI.—The Board has full power to remove all obstacles from the River or Creeks above mentioned, and to hold liable, should it be necessary, the persons responsible for the expenses which may result.

XVII.—The Board has control of all floats, buoys, leading beacons and luminous signals in the section of the River and Creeks mentioned in Article XIII, as well of all apparatus established on land and necessary for the safety of the River navigation with the exception of light-houses, which remain applicable to Article XXXII of the Treaty of 1850 between Great Britain and China.

XVIII.—The works of improvement and conservation of the Whangpoo shall be in their entirety under the technical direction of the Bureau, even if their execution necessitates operations beyond the limits of its jurisdiction. In this case the necessary orders shall be transmitted by the Chinese authority and executed with its consent.

XIX.—The Board shall receive and disburse all funds which are raised for the works, and shall take, in accord with the competent authority, all the measures necessary to assure the recovery of the taxes and the application of the regulations.

XX.—The Board shall nominate the harbour master and his staff. The service will exercise its action within the limits of the powers attributed to the Board in the part of the river indicated in Article XIII.

XXI.—The Board will have the direction and regulation of the pilotage service of Shanghai (Lower Yangtze Pilots). The certificates of pilots licensed for vessels sailing to Shanghai can only be delivered by the Board, which may dispose of them at its pleasure.

XXIII.—In case of breach of its regulations, the Board shall pursue the contraveners in the following manner; Foreigners before their respective Consuls or before their competent judicial authorities, Chinese or foreigners whose Government is not represented in China before the Mixed Court in presence of an assessor of non-Chinese nationality.

XXIV.—All actions raised against the Board shall be taken before the Court of Consuls of Shanghai. The Board shall be represented in the case by its secretary.

XXV.—The members of the Board and the persons employed by it shall not incur any personal responsibility from the fact of the votes or acts of the Board, contracts made or expenses incurred by the assembly when the said votes, acts, contracts and expenses concern either the elaboration or the application, under the authority orders of the Board or of one of its dependent services, of the regulations emanating from the assembly in question.

XXVI.—In addition to the provisions contained in Article XIII of the present annex, the Board shall have the power to make all necessary rules and regulations within the limits of its authority and to fix fines for cases of breach thereof.

XXVII.—The rules and regulations referred to in Article XXVI shall be submitted for the approval of the Consular Body, and if two months after the submission of the proposal the Consular Body has made no objection nor suggested any modification the proposal shall be considered as approved and fit for execution.

The Board shall have the right to acquire all land necessary for carrying out the improvement and the conservancy of the Whangpoo and to dispose of the said land. If in this connection it should it should be judged desirable to appropriate certain land, then the regulations laid down in Article VIa of the "Land Regulations for the Foreign Settlements of Shanghai north of the Yangkingpang" shall be followed. In such cases the price shall be fixed by a commission composed of (1) one person chosen by the representative of the Government to which the owner is subject; (2) one person chosen by the Board; (3) one person chosen by the Doyen of the Consular Body.

XXIX.—Riparian owners shall have a preferential right to the purchase of all land formed in front of their properties by reclamations made for the improvement of the waterways in question. The prices for the acquisition of such land shall be fixed by a Commission constituted in the same manner as in Article XXXIII.

XXX.—The Revenues of the Board shall be composed of :—

(a.) An annual tax of one tenth per centum (0.1 per cent.) on the assessed value of landed property built upon in the French Concession and in the International Settlement.

(b.) A similar tax on all property situated on the banks of the Whangpoo from a line starting from the lower limit of the Kiangnan Arsenal near the mouth of the so-called Arsenal creek to the spot where the Whangpoo falls into the Yantsze. The taxable value of these properties shall be fixed by the Commission mentioned in Article XXVIII.

(c.) A tax of 5 candareens a ton on every vessel of non-Chinese type and of a tonnage above 150 tons entering the ports of Shanghai, of Woosung, of any other port on the Whangpoo, or leaving.

Vessels of non-Chinese type of 150 tons or under shall pay one quarter of the above-mentioned tax. These taxes shall be leviable on each vessel once in four months only, without reference to the number of entrances and departures.

Vessels of non-Chinese type navigating on the Yangtse stopping at Woosung only to take their River papers shall be exempted from the above mentioned taxes on the condition that these vessels shall engage in no commercial transaction in going and coming. But they shall have the liberty to supply themselves at Woosung with water and provisions.

(d.) A tax of one-tenth per centum (0.1 per cent) on all merchandise declared at the Customs at Shanghai, at Woosung or at any other port on the Whangpoo.

(e.) An annual contribution by the Chinese Government equal to the contribution furnished by the various foreign interests.

XXXI. The collection of the taxes mentioned in Article XXX shall be made through the medium of the following authorities :—

Tax (a.) by the respective Municipalities.

Tax (b.) by their respective Consuls from those whose Governments are represented in China, and by the Taotai from Chinese or from persons whose Government is not represented in China.

Taxes (c.) and (d.) by the Imperial Maritime Customs.

XXXII.—If the whole of the annual revenues of the Board should not suffice for the payment of interest and amortization of the Capital to be borrowed for the execution of the works, for the maintenance of works completed, and for the general service, the Board shall have the power to increase in the same proportion the various taxes on shipping, landed property, built upon or not, on trade, to a figure sufficient to meet all recognized needs. This prospective increase shall be applied in the same proportion to the contribution of the Chinese Government, mentioned in Article XXX § e.

XXXIII.—The Board shall inform the Consular Body of Shanghai, in advance, of the need for the increase provided for in Article XXXII. Such increase shall not be applied until the Consular Body shall have approved it.

XXXIV.—The Board shall submit to the Consular Body of Shanghai within a period of six months after the closing of its annual accounts a detailed report on the general management and on the receipts and expenditure during the preceding twelve months. This Report shall be published.

XXXV.—If the statements of receipts and expenditure correctly kept and published show that there is a surplus of receipts over expenditure, the taxes mentioned in Article XXX shall be proportionately reduced by common accord between the Consular Body of Shanghai and the River Board. This prospective reduction shall be applied in the same proportion to the contribution of the Chinese Government which is mentioned in Article XXX § e.

XXXVI.—On the expiration of a first term of three years the contracting parties to this agreement shall examine by common accord the provisions contained in the present annex which it may be desirable to revise. A new revision may take place in the same manner every three years.

XXXVII.—Within the limits indicated in Article XIII and subject to approval by the Consular Body of Shanghai, the Rules of the Board shall be in force for all foreigners.

CORPORAL AND "CORPSE MASTER."

AN ODD CHARACTER AT THE FRONT.

Mr. Bennett Burleigh, the war correspondent of the *Daily Telegraph*, gives in a letter to that journal an interesting sketch of a military morgue-keeper.

My friend the Corpse Master, as I venture to call him, is as yet an unknown genius. He deserves publicity, and I am striving to enlighten the public respecting his merits. A conscious or unconscious humorist, no one has been able to take change out of him by banter or earnest talk. A dark, medium-sized man is he with droll seriousness as his set facial expression, and the oleaginous demureness of an undertaker, and made so by Nature. He is never ruffled, never fussy, and always full of funereal consideration. To-day he is somewhere awaiting deserved celebrity within, I think, twenty miles of London. Like most great men, he has tasted of experience and adversity. He has been almost everything, from a cattle clerk to an ordinary Militiaman. It was in Natal, at Estcourt, and during the war, that I first met Private ——. In those days, as since, we had both sick and wounded. Major Philip Hayes, R.A.M.C., was sadly in want of some one to take charge of the mortuary. Now, soldiers as a rule shirk jobs of that sort, and avoid intimacy with morgue-keepers. Volunteers were not forthcoming until Private —— heard of the position. His tastes ran that way, and he easily got the appointment. For a few days he did his work, and did it well, without making sound or sign. Then he approached Major Hayes, and said, "If you please, Sir, I want to speak to you upon an important matter. I am an old soldier and I have several good conduct badges and I want you to make me a corporal." "What for?" queried the Major. "Because, sir, if I ain't a corporal I have no proper authority over the corpses." The Major was nonplussed. The argument was continued, but in the end although Private —— was told he would be granted a corporal's rank, but without extra pay, he won all along the line, took the rank and the 4d. a day extra. And cheap at the money, the doctors by-and-by thought of him. Shortly after Corporal —— asked the Major to come and look how well he had arranged the dead-house and that he had there two handsome boys, one a Church of England and the other a R. C. "No," said Major Hayes, "although I am a medical man I have no curiosity nor tastes in that direction. All I hope is you conduct the funerals in a becoming manner." "Oh! yes, sir," said Corporal—"I always sits on the front of the wagon we have for a hearse to take them to the cemetery."

G. GIRAULT for TABLE DELICACIES.

G. GIRAULT: FRESH GOODS by every MAIL.

G. GIRAULT, WINE and SPIRIT MERCHANT.

I could cry to think we ain't got horses to draw them, but only oxen, and sometimes mules. But I does my best, and feels sad. And I covers their poor remains with the Union Jack. When we are full, the Union Jack is not big enough; and if you please, sir, I wants two more Union Jacks—it isn't decent." And he got them. On another occasion, Corpse-master Corporal —— vexedly complained of the most irregular way the Tommies sometimes carried the bodies into the cemetery, taking them in head instead of feet first. "I've spoke to the clergymen about it, and they have told me to correct it, and have I your authority, Major, please?" "Yes, certainly," said Major Hayes, and that subject was adjusted. Then Corporal —— added, "Yes sir; one of the clergymen is very good to me. He knows I've a nasty job to do at times, and he very often gives me a drop of something when I feels faint. I am not feeling very well just now, Sir." And Major Hayes took the hint, for those were the days when good liquor was scarce at Estcourt and Colenso, and was wondrously appreciated by those with a taste for the article. After his sip, Corporal —— became confidential. "Sir, I always arrange the funerals most decorously. The parson that is burying him does his part, and I have a book of all the religions, and whichsomedever he be I does mine, for I acts as mourner and clerk, and says the responses and all the 'Amens!' in a loud voice. And towards night, if the parson don't get on quick enough, I generally gives him a hand with the service, for I knows it all by heart, repeating when he forgets. Now there was an officer with the burial party to-day and as it was hot he tells the men to keep their helmets on but I took mine off, for as I said to him, I'd rather have sunstroke and take my helmet off than not pay my respects to the corpse." Poor Corporal —— was found fault with by the chaplains for writing texts and placing them on the coffins, so he was had up before Major Hayes. His explanation was. "Please, sir, I takes them texts out of the Bible. I has one lot for the married men and another for the single. For the single men I says, 'Not dead but gone to his Father in heaven' and for the married ones—I'm one myself—'Not dead, only lent to the Lord.' If he has got children I writes a verse, "From his sorrowing and loving widow and children." You see, I searches them first, and if I finds any little trinkets in their pockets I knows the widows would like to have, I write and sends them home to the missis or mother. I ask them to pay my postage expense as I ain't a rich man, and bless you, sir, I knows them, they generally sends me back more than the article cost to send it home. I knows if I was dead it would be the same way, with my wife—she'd like to have something to remember me by."

One day Corporal —— came in great indignation to the major, for a coffin had been sent that was a little too small. The Corporal said his "subordinate" was a nice Church of England young man, whom he could not think of placing in sideways. "Every man, Major," said Corporal —— with decision "likes to be buried lying flat down, and flat he must be." And he had another pine shell and wrote and told the widow all was well. So precise was the "Corpse Master" that he used to punch pieces of tin with the names, rank, date of death, and numbers of the deceased and pin them to the bodies, for purposes of subsequent identification. It had been better that practice had been generally followed, for there are many unrecorded graves and dead soldiers who cannot be by any possibility identified if the plan of removing all remains to general cemeteries is ever carried out. Corporal —— said he didn't want any of his corpses mixed up, and he wanted no widows, like her at Colenso, to be going off with the wrong man's body "Nobody," he sagely observed, "likes to take home a corpse as don't belong to them. And when you find it isn't yours you feels like chucking it out. I refuses to take any corpses into my dead-house without the medical sheet and identification cards. I'll have no mistakes. I marks an R. C. with his name round the right big toe for a Catholic and round the left big toe for a Protestant; that helps when the service is coming on to give the parson his cue." Corporal —— is married, and has given many hostages to fortune, and his better half is as full of faith as himself, that the young mouths are sent to be all fed. When he left the Army on this side, having taken his discharge, he went to Major Hayes and remarked: "Sir, I'm going away. You've been very kind. I should like to have the honour of shaking hands with you; I've just washed mine, and ain't touched a corpse to-day, thank you, sir; good-bye to you," and Corporal —— bowed himself out and grimly saluted.

LOCOMOTION IN FRANCE.

PARIS, August.

Locomotion, aerial and terrestrial, as well as aqueous and subaqueous, fills the horizon of popular attention here just now. The conquest of the air continues under difficulties, apart from bursting balloons. I wrote the other day about the conspiracy entered into between certain "vive l'armistes", members of the Aéro Club to defeat M. Santos Dumont in his laudable efforts to win the Deutsch prize. Another glaring evidence of this plot was given on the occasion of his last trial. Just as the guide-rope, which enables the aeronaut to incline or raise his prow, was slipping out of the attendants' hands, M. Santos Dumont was informed of a new and entirely gratuitous condition. This was to the effect that his time would count from the moment the airship was released till the moment it came to ground. In vain did the aeronaut object that the rules of the contest called only for his return to the point of starting, and that the new condition was both unfair and vexatious; the conspirators refused to listen. And yet their demands are unreasonable enough in all conscience. A yacht racing committee might just as well insist that the competing craft should anchor at the finishing line. The trip that ended so dramatically will not, however, discourage M. Santos Dumont. Had everything gone well he would have easily made the whole trip in half-an-hour.

Automobiles to-day afford columns of tragic stories in the newspapers. From every corner of the country come accounts of fatal accidents. Not far from Rouen one chauffeur was burned to death beneath the flaming débris of his machine. Near Paris a mechanician ran into a teamster, inflicting mortal injuries. The first automobile coach run in Corsica upset, maiming half a dozen passengers. The whole list of catastrophes would take too long to enumerate. People here were inclined to laugh over the conservative English method of sending a man with a red flag before all self-propelled vehicles. But they now begin to wish for something of the sort themselves. The automobile is becoming a terror throughout France. All further road racing is forbidden to "chauffeurs." Now the cycling world has been placed under a similar ban. The great Paris-Brest race will not be allowed to start within the Department of the Seine, and may have to be abandoned altogether.—*Pall Mall Gazette* Cor.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Atlantis, Miss J.	McLean, A. E.
Ainslie, Mrs.	Miller, O. H.
Atkinson, J. I.	Marshall, C. W.
Allard, Rev. T.	Mills, S.
Alexander, M. R.	Ma-pang, W.
Anderson, H.	Mills, S. C.
Augustin, C.	Mitchell, W. T.
Barett, Mr.	Mundie
Bender, H.	Mullary
Bracter, Hy.	Mary
Burke, Rev. P. C.	Maulle, H. L.
Burger, L. W.	Macdonald
Brown, A. J., D. D.	Macario
Babonneau	Mecreki, M.
Bonnet, F.	Mehrtens
Brown, F. W.	Maro, Monsieur
Brown, P. A. R. C. A.	McGill
Bennet, Major F. W.	McWilliam
Brownell, N.	Muller, O.
Berrth	May, Mr.
Beauchma, J. W.	McCultan
Baikofs, H.	Myers, J.
Bertram, W.	Mar. A.
Cramer, R. B.	Mant, J. B.
Chinachiole, G. N.	Notton, R.
Cavill, Miss A.	Nicholson, H. J.
Crilly, A. G.	Niveo, L.
Campbell, H.	Newby, Capt. A
Collins, M.	Newall, H. E.
Crowley	Nason, B.
Cost, Francisco	Norman, A. J. M.
Cruz, Miss C.	Nurton
Coombes, G.	Newell, A.
Cuntz, C.	Nicholds, P.
Clydesdale	Oswin, A.
Douglass, Mrs. M. E.	Oviedo, F.
Dyson	Olivier, The Hon.
Durant, A. H.	Ozorio, S. E.
Dederich, J.	Olet, H. M.
Demate, A. P.	Oliveira, A. C.
Drowd, P.	Ocock, G.
Drewell, A.	Palmer, C. D.
Drury, J.	Paoli, S.
Esposito, E.	Ponti, O.
Eschauzier, P.	Peterson, W.
Engert, M.	Pilcarin, W. G.
Excelior	Parfit, J. S.
Eck, H.	Pereira, Mrs. C.
Eakin, E.	Pettet, J. D.
Ewing, Rev. J.	Piong, A.
Elizaga, T. S.	Petsil, F.
Fitzsimmons, C. A.	Paul
Fleming, G.	Pennybacker, C.
Farr, A. J. M.	Pabalan, H.
Frankland, A.	Rouch, S. C. L.
Fortest, M. P.	Raine, Miss P.
Fernandes, J. M.	Rousell, M.
Ferreira, E.	Rothchild, O. F.
Flying Jordans.	Robinson, C.
Foster, F.	Robles, M.
Flint, O. M.	Richardson, W. N.
Genahre, J.	Rutledge, H. B.
Gorcke, A.	Rice, C.
Gizard, A. V.	Bosa, E. da
Galbraith, J.	Rove, H.
Grant, L. W.	Reinoa
Guthrie, J. R.	Rahim
Gray, A. C.	Remedios, A.
Grey, C. E.	Remedios, R. J.
Godfrey, H.	Robertson, Mrs.
Gitten, Mrs.	Rust, A.
Gorcke, A.	Reid, J. G.
Geary, Sir W. N.	Root, M.
Gray, A. C.	Sig, J. R.
Groves, F. W.	Shakoor, A. C.
Hermann, H.	Shaffer, S.
Heaton, T.	Stermvarte
Haans, J. W.	Singh, C.
Holdsworth, S.	Sampson, J.
Haiman, A.	Seldner, P.
Habram	Sitwell, J. K.
Hunter J. A.	Sandelands
Hanson	Smith, A. H.
Hoji Hassian	Sims, W. A.
Hobbs, W.	Samuel, C. J.
Horwitz	Singh, G.
Hamilton, A.	Sprague, O.
Hartley, A. W.	Soplayman, H.
Huckle, F.	Sanborne, Dr. F. G.
Jarvey, J.	Skillin, A.
Johnson, J.	Souza, M. B.
Johnstone, B. H.	Silva, L.
Jephson, Capt. J.	Stephenson, B.
Jarvis, A. C.	Salva, C.
Jones, W. R.	Sullivan, C. P.
Junnot	Salter
Jarvey, J.	Sims, W. A.
Jones, L.	Slight, E.
Jones, Thos.	Stephenson, Bob.
Johnson, R. C. R.	Sassoon, F. M.
Kalet, M.	Stevenson, J.
Keelin, H.	Taylor, C.
Kapple, W. A.	Tummler, W.
Kissersent, Smith	Tome, T.
Kahuweiler, S.	Thomson, J.
Kelly, T.	Torrance, J.
Kaiser, H. W.	Upton, W. C.
Laura, A.	Verue, Miss P.
Lux	Veazey
Little, Mrs. A.	Walker, H. W.
Liv, P.	William, J.
Lorenzo, M.	Wilson, F.
Lever, S.	Wennberg, H. O.
Livingstone, J.	Withington, J.
Leslie, M. H.	Whitney, L.
Limbrickfeld	Wakefield, F.
Lion, A. D.	Walsh, H.
Lee, T.	Wiggins, Miss
Lang, R. W.	Wason, J.
Leagnet, M. V.	Williams, I.
Laming, C. H., D.D.	Wheeler, C.
Linke, F. H.	Walter, R.

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List of Registered Covers in Poste Restante.

Afzal Khan	Kaiser, Singh
Andrews, Wm.	Kumura
Abbas Khan	Kala Singh
Ameer Shah	Kohen, E. A.
Angudhia, M. S.	Kallah Singh
Atlantis, Miss I.	Lawan Singh
Altmann, W.	Leins, L.
Buyan	Litton, G. (London.)
Brandt, P. (2)	Lall Singh
Bomanjee & Co.	McDougall, Mrs. R. S.
Bowden Bros. & Co.	Mene, (Terashima)
Cox, Miss M. J.	McGill, Major H. S.
Cadieux, Miss J.	(Tientsin).
Campbell, Capt.	Martin, H. J.
Cameron, A. B.	Marsh, Capt. P.
Calo, R. de	Mullary & Co.
Celestino, P.	Merlees, Capt. P. N.
Chin Wah, (Dead Letter.)	Mangal Singh
Chatt Singh	Nezam Deen
David, J. A., Singapore.	New Club Sec.
Ermeheil, H. O.	Nand Singh
Edwards, L.	Noble, James
Edurate, C.	Olbes, Fred.
Elia, J. (2)	Ofuku
Fernandez, V. F.	Petchizelles, H.
Eode, Wazil, (Austria.)	Pekin Railway, Chief
Farrel, Capt.	Engineer.
Farida, No. 784 R. A.	Parthal Singh
Goodchild, Mrs. J. C.	Reich, C.
Gujor Singh, I.P.C. 647	Robles
Gomes, J. G.	Rosa, E. de
Graves, W.	Ritto, W. A.
Caunt, C. F.	Rozario, T. A. de
Gerald, A. (Nagasaki.)	Rozario, O.
Galvao, I. da Cunha	Sam Ki, (Dead Letter.)
Brazil.)	Sultan Mahomed
Goff, Ore S. (Buffalo, N. Y.)	Sahib Hajee, ". F.
Gray, C. J.	Shane, Capt.
Hohnsbein, L.	Skeener, J.
Hamlin, Mrs. G.	Stohp, A.
Holececk, Mrs. R.	Sulabat Khan
Hutchinson, Mrs.	Thirty Tennis Culb,
Hallmin, E.	Sec.
Isfahani, H.M.S.	Tilley, Capt. (5)
Isha Singh (2)	Tremain, B. L., (New
Johnson, S.	York).
Kwong Hing (Dead Letter)	Wazir Singh, I.P.C. 716
	Werthelmer, Mrs. B. J.
	Wo On, (2 Dead Letters.)

List of Registered Covers for Merchant Ships.

S.S. *Chowfa*.....W. Schneider.
„ *Erica*.....Capt. Zindel.
„ *Helsagric*.....Serang Humar.
„ *Loosok*.....L. Brandt.
Transport *Penarth*.....J. C. Connor. (2)
S.S. *Shantung*.....H. S. Clifton.
„ *Shantung*.....Capt. Quail.
„ *St. Dunston*.....Leop. Piringer.
„ *Sui Tai*.....A. Nene.
„ *Strathcyle*.....Herbert Clifton Field.
„ *Taichow*.....Capt. W. Reher.
Transport *Wright*.....S. Croft.

List of unclaimed Telegrams lying in the Joint Telegraph Companies' Offices at Hongkong.

Amos.	Takmakoff.
Behnroy.	Thungsenglong.
Chingtai (2 telegrams).	Trienfat.
Chunhangchang.	Tungshunter.
Conrow.	Vankee.
Fungshingyung.	Willner.
Huffman.	Wingtailoong.
Kaihing.	With.
Konghinin.	Woocheong.
Kwongchancheong.	Wood.
Kwonghoplong.	Wookee.
Loheengkee.	Yebisumoto.
Meade.	Yheetsan.
Nghuyen Thanh.	Yown.
Norton.	Yuenhoptai.
Pacortrade.	0903 Yuenhophai.
Queemoh.	1,089 1,459.
Schmidt (2 telegrams).	1,759.
Shiuchinchong.	6,032, 1,123, 0,478, 0,006,
Soonkei (9988).	3,470.

Intimations.

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DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c

Consignees.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"KÖNIGSBERG,"

Captain Christiansen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 12th September, 1901. [1012c

G. GIRAULT for all KINDS of FANCY BISCUITS [1017c

Consignees.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"RAUNORSHIRE."

Captain Bindloss, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 10th September, 1901. [1002c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CARINTHIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Trieste, ex s.s. *Thetis.*
„ Venice, „ s.s. *Metcovich.*

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 18th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 11th September, 1901. [934c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"CHINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 14th September, 1901. [685c

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 18th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 21st instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 13th September, 1901. [1013c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALAWAN,"

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *China.*
From Australia, *ex* S.S. *Australia.*
From Calcutta, *ex* S.S. *Syria.*
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the *Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here,* after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 13th September, 1901. [5

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

CELESTE BURRILL, British ship, Jeffy—Order.
HELEN A. WYMAN, American ship, Vanhon—Arnhold Karberg & Co.
I. F. CHAPMAN, American ship, Chapman—Arnhold Karberg & Co.
L. SCHEFF, American ship, C. S. Kendall—Carlowitz & Co.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU ..... J. W. Wale.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 20th Sept., at Daylight.
YAWATA MARU..... A. E. Moses.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept., at Noon.
ROSETTA MARU ..... N. Tate	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
INABA MARU..... W. Bainbridge	KOBE and YOKOHAMA	FRIDAY, 27th September, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. HIHARA,
Manager.
Hongkong, 16th September, 1901. [6

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	To-morrow, 17th Sept., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Oct., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 5th Nov., at Noon.

THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route.*

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.
Hongkong, 13th September, 1901. [5

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILLIPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the ORIENT.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'s OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Phillipines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 26th July, 1901. [795c

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 28th September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 13th September, 1901 [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Olympia	2,837	J. Truebridge	Oct. 1
Queen Adelaide	2,832	F. McNair...	Oct. 8
Victoria	3,502	J. Panton ...	Oct. 15
Braemar	3,602	W. Watt.....	Nov. 12

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINERS.

HONGKONG TO NEW YORK £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4½ days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.
The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.
For further Information as to Passage or Freight, apply to
DODWELL & Co., LIMITED,
General Agents.
Hongkong, 26th August, 1901. [4

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"MOGUL"	25th Sept.
"BATSUMA"	20th Oct.
"KURDISTAN"	5th Nov.
"LENNOX"	20th Nov.
"RICHMOND CASTLE" ...	End Nov.
"ORONSAY"	—
"HILLGLEN"	—

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 13th September, 1901. [4

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SWATOW and SHANGHAI	"WOOSUNG"	17th instant.
MANILA and ILOILO	"SUNGKIANG"*	17th instant.
AMOY and SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"KWEIYANG"	23rd instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

51c]

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"AGAMEMNON"	19th instant.
"	"CALCHAS"	26th instant.
"	"NESTOR"	1st October.
"	"LAERTES"	9th October.

HOMEWARDS.

FOR LONDON.

"IDOMENEUS"	18th Sept., 1901.
"AJAX"	1st Oct., "
"PYRRHUS"	15th " "
"CALCHAS"	29th " "
"NESTOR"	12th Nov., "
"MACHAON"	26th " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ULYSSES"	15th Oct., 1901.
"DARDANUS"	15th Nov., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

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"SHIRE" LINE.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"RADNORSHIRE,"

Captain Bindloss, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 16th September, 1901 [998c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Leva, will be despatched as above TO-MORROW, the 17th September, P.M.

For Information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 16th September, 1901 [685c

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Carlisle City...	.....	about	Sept. 19
Strathgyle.....	.....	about	Oct. 15

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 19th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 11th September, 1901 [750c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 18th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 4th September, 1901. [226c

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 25th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 11th September, 1901. [321c

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to
McGREGOR BROS. & GOW.

Hongkong, 28th August, 1901. [927c

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will leave for the above places, on THURSDAY, the 19th instant, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 12th September, 1901. [926c

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HARVE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd September, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Dutchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 22nd instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For Further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.

Hongkong, 11th September, 1901. [1004c

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE.
Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"TEENKAI,"

Tons 4,642, Commander H. C. Harris, is due here on 24th instant and will have quick despatch.

For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 10th September, 1901. [999c

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain George, will be despatched as above on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th September, 1901. [992c

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"LONGSHIPS,"

Captain Moore, will be despatched as above on or about the 15th October.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 10th September, 1901. [1000c

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 17th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th September, 1901. [1017c

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"

Captain J. E. McArthur, will be despatched as above on WEDNESDAY, the 18th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 14th September, 1901. [1014c

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"MANUEL LLAGUNO,"

will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.

Hongkong, 8th July, 1901. [727c

Intimations.

BOARD AND RESIDENCE.

MRS. HUBBARD.

166, QUEEN'S ROAD EAST.

Hongkong, 11th September, 1901. [1005c

A. LING & Co.,

FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [22

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.

Hongkong, 19th August, 1901. [20

For Sale.

NOW READY.

THE
SPECIAL DESCRIPTIVE
AND
STATISTICAL EDITION
OF THE
"HONGKONG TELEGRAPH."
TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should order early, as only a limited number has been struck off and a Second Edition cannot be printed.

The Special Edition will be mailed to any address on receipt of 56 cents to cover cost and Postage.

Hongkong, 2nd May, 1901.

NOW READY.

AN ACCOUNT
OF THE
RECEPTION OF H.M.S. "TERRIBLE,"
IN
HONGKONG
AND THE
FESTIVITIES CONNECTED THEREWITH,
WITH A
WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.
PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the Issue of this interesting souvenir will soon be exhausted.

Hongkong, 1st June, 1900

AT A "HYDRO."

(J. S. in the *Morning Leader*.)

"A hydro," be it known to the reader, is fond, familiar, or contemptuous, as the case may be, for a "Hydropathic establishment.

Some 40 or 50 years ago, when cold water and starvation were the latest medical fads, it occurred to some commercially-minded doctor to offer to dispense the same under his own roof for so much per week. He performed some wonderful cures and prospered apace. This was the signal for hydropathics to spring up on all sides, and to be thronged by sufferers from every ill the flesh is heir to.

Then arose the commercially-minded invalid who discovered that unlimited water and very limited food were not expensive prescriptions and could be dispensed at home for much less money!

The proclamation of this discovery, together with some newer medical fact, settled the business of the hydropathics as such, but the buildings remain situated in healthy and agreeable localities, are run as something between hotels and boarding houses, known to their frequenters as "hydros."

In a hydro I took up my abode this summer. I had been told I would find it a happy hunting ground for spinsters in search of husbands, a very Liberty Hall for frisky matrons with absentee husbands. But no such characters enlivened this hydro. The large drawing-room was filled with men and women of mature age and rigidly respectable demeanour. They were gathered into groups, talking in low, earnest tones, as though telling secrets. They were discoursing on the shortcomings in the management of the establishment, and they never talked about anything else during the month that I remained to hear them.

To hear them talk you would have thought that instead of sitting in a large well-furnished room they were in some masterpiece of infernal architecture constructed so as to be at once hot and cold, airless and draughty, dark and glaring, crowded and bare. Deeper and louder were the murmurs against the food—until I expected the coming dinner to consist of sourkrout and garlic washed down by the historic black broth of Sparta!

I was surprised to see a good and abundant dinner of four courses, with cheese and tea and coffee to follow; and more surprised to see the avidity with which the gloomy multitude threw themselves upon it—albeit, muttering complaints the while. Beyond these and an occasional fierce demand for more, not a word was uttered during the meal, which was dispatched with appalling rapidity.

Under the soothing influence of repletion the after-dinner talk became retrospective, turning upon the comparative demerits of other hydros, from the feeding point of view. Then I discovered that the greatest person there was he or she who could boast having sampled most hydros. Never having been in one before, I was quite out of the running, and listened in respectful silence until bedtime, while they balanced the scantiness of the sweets at A against the toughness of the joints at D!

So the chorus went on day after day—the same song with continually changing singers; for the true hydronian rarely outstays a fortnight.

You can pick out an ordinary individual who has strayed into the hydro at a glance, for the true hydronians are a class by themselves. In my opinion they are born to a fate—reincarnations, it may be, of those who in the early days of hydropathy paid extortionate sums to be watered and starved to death, and impelled by an irresistible fate to wreak upon existing hydropathic companies the cruelties of their predecessors! The doom of the hydronian, in fact, is to eat more than he pays for, and until he can achieve this feat he must wander from hydro to hydro. This explains at once his ravenous appetite, his incessant complaints, and the fact that he always comes from one hydro to another and takes his departure for a third.

It is thus I explain the hydronian's strange impulse to devour food which his soul abhors. The companion of my travels explains it otherwise, holding that the hydronians thoroughly enjoy the food and lodging provided for them, and only grumble in the vain hope of deluding each other into the belief that they are great folks accustomed to much better fare at home, and that, of course, is the typical American girl—is vulgar unless he has been to see for himself. When he returns from the States he certainly has the right, but he will never exercise it.—*Morning Leader.*

NAVAL MATTERS IN PARLIAMENT.

The debate on the Naval Works Bills last night, says the *Pall Mall Gazette* of the 15th ulto., was very ably opened by Mr. Pretyman, though honourable members did not seem to take much interest in it. The bill shows that the Admiralty are fully alive to their responsibilities, and their proposals are only what the needs of the Empire absolutely demand. Sir Charles Dilke, who knows something about the matter, while admitting that some details of the bill were open to criticism, expressed surprise that Radical members should contemplate voting against it. He ought not to be surprised. Radical members believe that they are in the House for the sole purpose of voting against the Government. The mere fact that money is being voted is quite sufficient for them. It argues wanton extravagance on the part of the Government who kept back the bill until the end of the Session in order to burke discussion on it. Thus the valiant Mr. E. Robertson and Mr. Lough argued, and the ingenious Mr. Healy wanted to know, when so much money was being disbursed, why none of it went to Ireland. Somewhat tiresome babbling.

Mr. Thomas Gibson Bowles, of course, was very much in evidence. Like the Rock itself, he refuse to be ignored. He has made a speciality of Gibraltar, and has some very pretty theories about it which, unfortunately, are not shared by other experts. Mr. Bowles's main argument is really based on the supposition that, in a war with France, Spain would also declare war against this country. A most unlikely supposition, as Sir Charles Dilke very clearly pointed out. But Mr. Bowles is not only an expert, but an expert with a grievance. He thinks the Government have treated him very badly, and not with the candour and good faith which he had a right to expect. But as with his theories so with his grievance, he cannot get anyone to sympathize with him. Mr. Bowles could have issued a minority report had he chosen to do so. Instead of that, he retired from the Commission on the plea of righteousness, saying that he would not be a party to cooking a report. Mr. Pretyman likened Mr. Bowles in this instance to the marine animal which retires in a cloud of ink in order to cover its retreat. Rather a pretty stroke.

THE INVASION OF LONDON.

While the rest of us are packing up our portmanteaus—not trunks, by the way—preparatory to an exodus to the seaside, London is overflowing with Americans. They, at any rate, do not mind the heat. It is true they are fond of running us down, of telling us that we are a long way behind the times, that they have to ask twice before they can get their glass of iced water after breakfast, twenty times before they can find a Manhattan cocktail, and forty before it is properly mixed. But they love us all the same. And they adore London. There are no buses in New York or Boston or Baltimore like the London buses; no genial and communicative drivers like ours; no multitude of hansoms to invite them to leave their hotel or, jollier still, to return to it; no ancient and historic churches to inspect and put down in their diaries; and no British Museum where they store their minds and soil their fingers with books that were venerable before their own immortal Declaration was signed.

Americans are in London either to try and rub shoulders with our old nobility; or to start some syndicate and show us how our great industrial enterprises should be run; or, as they call it, to do a library course, which means laborious days at the Museum; or merely on pleasure, in which case they seldom fail to have a "fine time."

The ordinary man in the street is apt to have a vastly mistaken idea of the typical American girl. He sees the school teacher, who is far more a feature of primary and higher grade education in the States than she is in our country, or than the mere man is in theirs. Now, the American teacher is not a type of the "bright" and handsome and sparkling American girl. Though she is supposed to teach the English language she prefers her own.

Nor are her manners the manners of the real American girl. In this country we always say "Please" when we ask for anything, and "Thank you" when we get it. The London bus conductor and the London policeman, who seldom lose their temper, in spite often of great provocation, will tell you that some of our Atlantic cousins do nothing of the kind. I was in a Strand restaurant for lunch the other day. Mommer and three daughters—obviously "teachers." A gentle waitress places the card before them, and patiently waits while the selection is being debated. At last the most aggressive looking of the ladies, a head teacher perhaps, speaks: "Say, Mommer, I've struck gooseberry tart. Why don't we have that home?"

To the waitress (throwing the menu across the table): Gooseberry tart, and we're in a hurry!" I thought to myself, "I suppose that's the way they talk to their darkey servants."

An American professsor laughingly said to me the other day: "Do you know, I can't understand where all these Americans come from. Pray don't think we are all boorish. I assure you we never see such folks at home."

The truth, is no doubt, that most of us are apt to be less refined and restrained when abroad. Which of us has not been ashamed of specimens of English people he has met on the Continent?

It is the fashion, I know, to class all Americans as vulgar. We point with pride to the sweetest of our Englishwomen and instinctively exclaim, "What exquisite grace and refinement!" Yes, but we make the remark in Rotten-row before luncheon is the Long Drive in the early evening. Englishmen have no right to declare that the American girl at Home—and that, of course, is the typical American girl—is vulgar unless he has been to see for himself. When he returns from the States he certainly has the right, but he will never exercise it.—*Morning Leader.*

KISSES AND MICROBES.

MISS MAY CACHIE, living near Forest Lawn, south of St. Louis, charges that a man of the name of Reid inoculated her with microbes by means of a stolen kiss. Upon this complaint Miss Cachie applied to Justice of the Peace, George A. Boyne, for a warrant for the arrest of Reid. According to her story, she atttended a dance near her home one night recently. While there she danced with Reid, and as the music ceased playing he drew her to his bosom, her head naturally dropping backward, and planted a kiss squarely on her lips. He not only planted the kiss, but also microbes, which have increased and multiplied, and have poisoned her blood until her lip is swollen to an enormous size. Miss Cachie says that Reid's lips were stained with tobacco juice at the time she attended the dance, and as a result the microbes transmitted by the kiss got into the circulation of her blood, poisoning her. Justice Boyne advised Miss Cachie to have her lip examined by a physician, and, should he decide that the present condition was caused by Reid's lips, he would issue a warrant for the young man, charging him with assault or disturbing the peace.—*New York Journal.*

Shipping.

Arrivals.

ARAGONIA, German steamer, 3,324, F. Forst, 14th Sept.,—Amoy 13th Sept., General.—Carlowitz & Co.

AMARA, British steamer, 1,566, C. J. Mattock, 15th Sept.,—Bangkok and Koh-si-chang 8th Sept., Rice.—Jardine, Matheson & Co.

HAITAN, British steamer, 1,200, J. S. Roach, 15th Sept.,—Foochow 12th Sept., Amoy 13th, and Swatow 14th, General.—Douglas, Lapraik & Co.

ANPING, British steamer, 1,158, H. Barlow, 15th Sept.,—Canton 14th Sept., General.—C. M. S. N. Co.

MONTEREY, American double-turret monitor, 4,090, G. W. Pigman, 15th Sept.,—Canton 15th September.

QUARTA, German steamer, 1,146, H. Johannsen, 16th Sept.,—Chefoo 10th Sept., Beans.—Siemssen & Co.

HAILOONG, British steamer, 782, H. Bathurst, 16th Sept.,—Haiphong 13th Sept., and Hoihow 15th, Rice and Pigs.—Douglas, Lapraik & Co.

HUE, French steamer, 705, G. Godinan, 15th Sept.,—Haiphong and Hoihow 14th Sept., Rice.—A. R. Marty.

WHAMPOA, British steamer, 1,097, H. E. Laver, 16th Sept.,—Shanghai via Amoy and Swatow 15th Sept., General.—Butterfield & Swire.

DAYBREAK, British steamer, 700, A. H. Best, 16th Sept.,—Ningpo 13th Sept., General.—C. M. S. N. Co.

RAJAH, British transport, 3,634, J. L. Leftwich, R.N.R., 16th Sept.,—Shanghai 13th Sept.

Clearances at the Harbour Office.

Mongkut, German str., for Bangkok.
Aragonia, German str., for Singapore.
Quarta, German str., for Canton.
Riojun Maru, Japanese str., for Shanghai.
Michael Jebsen, German str., for Haiphong.
Woosung, British str., for Swatow.
Daybreak, British str., for Canton.
Brintburn, British str., for Saigon.
La Rhone, French str., for Canton.
Haitan, British str., for Swatow.
Whampoa, British str., for Canton.
Kongnam, British str., for Canton.
Oro, British str., for Kobe.
Konigsberg, German str., for Yokohama.
Ilha Verde, Portuguese str., for Macao.
Ataka, British str., for Singapore.

Departures.

Sept. 15, *Hongkong*, French str., for Haiphong.
Sept. 15, *Daijin Maru*, Jap. str., for Swatow.
Sept. 15, *Chingtu*, British str., for Yokohama.
Sept. 15, *Ariake Maru*, Japanese str., for Kutchinotzu.
Sept. 16, *Ataka*, British str., for Singapore.
Sept. 16, *Elita Nossack*, Ger. str., for Kobe.
Sept. 16, *Quarta*, German str., for Canton.
Sept. 16, *Konigsberg*, German str., for Japan.
Sept. 16, *Woosung*, British str., for Shanghai.
Sept. 16, *Riojun Maru*, Japanese str., for San Francisco.

Passengers—Arrived.

Per *Amara*, from Bangkok—20 Chinese.
Per *Haitan*, from Coast Ports—Master and 2 Misses Remedios, Mr. and Mrs. Lauts and 3 children, Messrs. Engelbrecht, Tse Sen Khen, and 164 Chinese.
Per *Halloong*, from Hoihow—14 Chinese.
Per *Whampoa*, from Swatow—47 Chinese.
Per *Rajah*, from Shanghai—Lieut. Campbell, and Lieut. Watson, (of the Royal Garrison Artillery).

Miscellaneous Exports.

The British steamer *Parramatta*, Hongkong to Manchester, 14th September, took:—121 bales Waste Silk; for London, (optional Manchester—100 bales Waste Silk; for Lyons—185 bales Raw Silk; for Gibraltar—1 case Curios; for London—166 bales Raw Silk, 10 cases Silks, 25 cases Bristles, 2 cases Feathers and 6 cases Private Effects; for Marseilles—171 bales bales Raw Silk, and 108 Waste Silk.

SHIPPING REPORTS.

Captain F. Forst, of the steamship *Aragonia*, from Amoy, reports:—Good weather with N.E. winds.

Captain J. S. Roach, of the steamship *Haitan*, from Swatow, Amoy and Foochow, reports:—Light N.E. winds and calms.

Capt. J. L. Leftwich, R.N.R., of the steamship *Rajah*, from Shanghai, reports:—Strong N.E. winds and heavy seas in the Channel.

Capt. H. Bathurst, of the steamship *Halloong*, from Haiphong and Hoihow, reports:—Moderate to fresh E.S.E. to E.N.E. winds, with occasional light rain.

Capt. Laver, of the steamship *Whampoa*, from Shanghai, Amoy and Swatow, reports:—Moderate N.E. winds, moderate sea, clear and fine weather throughout.

Capt. C. J. Mattock, of the steamship *Amara*, from Bangkok and Koh-si-chang, reports:—Light variable winds and fine throughout. Spoke 4-mast British b'rque *Kentmere*, 52 miles S. 41° W. of Gap Rock, 130 days out from New York, all well, five days becalmed at time of report.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83.
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.91	29.83
Temperature	81	82
Humidity	71	65
Rainfall	—	—

TO-DAY.

Monday, 16th September, 1901.

Chinese—*4th of 8th moon of 27th year of Kwang-sü.*

Sun—*Rises* ..... 5hr. 48min.
Sets ..... 6hr. 2min.
High water—*Morning* ..... 11hr. 3min.
Afternoon ..... 10hr. 42min.
Low water—*Morning* ..... 4hr. 36min.
Afternoon ..... 4hr. 36min.

ANNIVERSARIES.

1701—James II died.
1881—New Convention between Germany and China ratified at Peking.
1884—Public meeting at Shanghai on Franco-Chinese difficulty.
1898—Edict ordering Board of Revenue to submit proper detailed accounts.

TO-MORROW.

Tuesday, 17th September, 1901.

Chinese—*5th of 8th moon of 27th year of Kwang-sü.*

Sun—*Rises* ..... 5hr. 48min.
Sets ..... 6hr. 1min.
High water—*Morning* ..... 11hr. 33min.
Afternoon ..... 11hr. 4min.
Low water—*Morning* ..... 5hr. 19min.
Afternoon ..... 4hr. 58min.

ANNIVERSARIES.

1812—Moscow burnt.
1874—Hongkong Pier and Godown Co., closed.
1894—Battle between Japanese and Chinese squadrons off the Yalu river. Chinese lose five vessels.
1900—Prince Albert of Saxony killed in a railway carriage.

AGENDA.

TO-DAY.

9 p.m.—Regular Meeting of Perseverance Lodge at the Freemason's Hall, Zetland St.
Cargo ex *Natal* subject to rent.
Cargo ex *Moyune* subject to rent.

TO-MORROW.

10 a.m.—D. Co.'s steamer *Haitan* leaves for Swatow.
Noon—"Shire" line steamer *Radnorshire* leaves for Nagasaki, Kobe and Yokohama.
Cargo ex *Radnorshire* subject to rent.

WEDNESDAY, 18th.

O. S. K. Co.'s steamer *Maidzuru Maru* leaves for Anping, *via* Swatow and Amoy.
5 p.m.—C. & M. Co.'s steamer *Perla* leaves for Manila.
Cargo ex *Carinthia* subject to rent.
Cargo ex *Awa Maru* subject to rent.

THURSDAY, 19th.

A. L. S. N. Co.'s steamer *Trieste* leaves for Yokohama and Kobe.
Cargo ex *Palawan* subject to rent.

SATURDAY, 21st.

Cargo ex *China* subject to rent.

MONDAY, 23rd.

M. M. Co.'s steamer *Indus* leaves for Marseilles via ports of call.

WEDNESDAY, 25th.

Daylight—O. S. K. Co.'s steamer *Anping Maru* leaves for Foochow *via* Swatow and Amoy.

SATURDAY, 28th.

Noon—P. & O. Co.'s steamer *Chusan* leaves for Bombay.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

August 20th.

The officers of the *Catherine Apcar* (Capt. S. H. Belson) are:—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are:—chief officer, Mr. Bicard, 2nd H. W. Weare, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 23rd.

Mr. Short is temporarily chief officer of the *Haiching*.

Mr. S. Williams is appointed 3rd officer of the *Haitan*.

Captain Evans is temporarily commanding the *Haiching*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haimun*.

Mr. Musgrave is appointed 3rd engineer of the *Thales*.

Mr. E. Sayer is appointed 2nd engineer of the *Thales*.

Mr. E. H. Kirman, late of American ship *M. Laguno*, is now 4th officer of the *Glengyle*.

August 26th.

Capt. Davis has resumed command of the *Haiching*.

Mr. Evans, chief officer, has returned to the *Haiching*.

Mr. Short, 2nd officer of the *Haitan*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haimun*.

Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are:—chief officer W. Schaake, 2nd E. Lehmann, chief engineer M. Diese, 2nd C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Prinz Heinrich*) to-morrow.
German (*Hamburg*) 18th instant.
Indian (*Lightning*) 20th instant.
American (*Gaelic*) 24th instant.
Australian (*Australian*) 25th instant.
Canadian (*Empress of China*) 30th instant.
American (*Hongkong Maru*) 2nd prox.
American (*China*) 10th prox.

* * *

The N. P. S. Co.'s steamer *Braemar* arrived at Yokohama for Tacoma on the 14th inst.

* * *

The O. S. S. Co.'s steamer *Agamemnon* left Singapore on 14th inst., and is due here on the 19th inst.

* * *

The N. P. S. Co.'s steamer *Olympia* arrived at Yokohama from Tacoma for Hongkong on the 14th inst.

* * *

The N. P. S. Co.'s steamer *Queen Adelaide* arrived at Kobe on the 13th inst., *via* Dalny for Hongkong.

* * *

The D. S. S. & Co.'s steamer *Lightning* from Calcutta left Singapore for this port on the afternoon of the 14th inst.

* * *

The Canadian Pacific Railway Co.'s steamer *Athenian* left Yokohama for Vancouver on the afternoon of Saturday, the 14th inst.

* * *

The Imperial German Mail steamer *Prinz Heinrich* left Shanghai on Saturday at 11 a.m., and may be expected here on or about to-morrow morning.

* * *

The N. Y. K. Co.'s steamer *Yawata Maru* (Australian Line) left Manila for this port on the 15th inst., a.m., and is expected to arrive here on the 17th inst., at noon.

* * *

The Imperial German Mail steamer *Hamburg* carrying the German Mails with dates from Berlin of the 19th ult., left Singapore on Saturday at 6 a.m., and may be expected here on or about Wednesday, the 18th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Georges Valentine ...	at	Kowloon	Dock.
Victoria	"	"	"
Zafiro	"	"	"
Elcano	"	"	"
Changsha	"	"	"
Laisang	"	"	"
Dragon	"	"	"
Empress of Japan ...	"	"	"
Canton River	"	"	"
Loongmoon	"	Cosmopolitan	"

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H.
Andrew, Mr. D. A.
Angus, Mrs.
Arnold, Mr. H.
Bailey, Mr. W. S.
Barlow, Mr. B. J.
Bell, Mr. J. T.
Binns, Mrs.
Black, Mr. J.
Bonner, Mr. A.
Brown, R.E., Major W. B.
Busustow, Mr.
Clark, Dr.
Colombo, Mr. G.
Colson, Mr. J. S.
Cylindar, Mr. M.
Denroche, Mr. P. C.
Devilbiss, Mr. D. M.
Discombe, Mr. G. M.
Dorehill, R.A., Major
Dunsford, Capt. & Mrs. and child
Dyson, Major P. S.
Edwards, Mr. F. W.
Fernald, Mr. and Mrs.
Field, Mr. A. G.
Fischer, Mr.
Ford, Mr. W. B.
Gendron, Mr. P.
Gibson, Mr. Kennedy
Gillespie, Mr. L. L.
Glover, Mr. C.
Grant, Mr. John
Guignard, Mr. E.
Hamilton, Mrs.
Hawkins, Mr. J. A.
Heckford, Mr. R. G.
Henningsen, Mr. H. F.
Houten, Mr. J. van
Howard, Mr. Thos.
Howkins, Mr. J. A.
Howkins, Mr. and Mrs. H. L.
Hughes, Mr. W. K.
Huke, Mr. A. N.
Innes, Capt.
Irving, Mr. E. A.
Jewett, Mrs.
Johansen, Mr. and Mrs.
Joseph, Mr. and Mrs. E. S.
Katsch, Mr. E. A.
Kiene, Mr. and Mrs. F.
Lazarus, Mr. N.
Littledale, R.E., Major R. P.
Long, Mr. & Mrs. D. M.
Lyon, Miss
Lyon, Mr. J. M.
Macdonald, Mr. D.
Mackie, Mr. Gordon
Marlow, Mr.
McLaughlin, Mr. J.
McLellan, Mr. and Mrs. E. E.
Michael, Mr. S. J.
Parfitt, Mr. W.
Patrick, Mr. J.
Pearse, Dr. W. W.
Pitcher, Mr. A. J.
Price, Mr. H.
Quennell, Lieut. W. A.
Ranes, Mr. J. C.
Reel, Dr. L. R.
Reid, Mr. A.
Robertson, Mr. W. R.
Schouw, Mr. C.
Sellars, Mr. E.
Sergeant, Mr. P. W.
Simpson, Mr. A. E.
Smith, Mr. F. W.
Smithers, Mr. R. G.
Stafford, Mr. T. C.
Taylor, Mr. D. G.
Thomson, Dr. and Mrs. J. G. and child
Tibbey, Mr. H. M.
Tulcher, Mr. C. A.
Wakeman, Mr. G. H.
Wattie, Mr. J. A.
Watts, Mr. and Mrs. Frank W.
Whiley, Mr. W. J. G.
Whitton, Mrs.
Woollen, Mr. J. J.
Young, Mr. E. S.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bacon, Miss
Baulton, Mr. J. F.
Beattie, Mr. James
Bonnar, Mr. J. W. C.
Brawn, R.E., Col. L. F.
Brayne, Mr. H. F. R.
Brusse, Mr. G.
Collard, Col. A. W.
Crookenden, Col.
Dann, Mr. George H.
Davies, Mr. W.
Detrick, Mr. and Mrs. and children
Drion, Mr. F.
Ezekiel, Mr. J. S.
Forbes, Mr. Andrew
Fraser, Mr. and Mrs. H. W.
Graham, Mr. D. M.
Gumprecht, Dr.
Hamilton, Major
Jameson, Mr. Philips
Jeffries, Mr. H. N.
Lee, Mr. J. E.
Mackay, Mr. J. A.
Martin, Mr. R.
May, Mr. A. J.
McDermott, Mr. A. P.
Miller, Mr. and Mrs.
Perrott, R.A., Colonel
Pitt, Mr. John, R.N.
Pollock, Hon. H. E.
Qustinoff, Mr. M.
Rumsey, R.N., Hon. R. Murray
Sawer, Mrs.
Sinclair, Mr. A.
Smith, Mr. T. J.
Stokes, Mr. A. G.
Thomson, Mr. J. S.
Wheeler, Mr. W. H.
Wilgress, Mr. W. T.
Wilson, Mrs. W. and child
Wright, Mr. and Mrs. H. Taylor

CRAIGIEBURN.

Belden, Mr. H. A.
Bells, Mr. H.
Brown, Mr. and Mrs. H. Matheson
Burckhardt, Mr. C. A.
Crouch, Mr. J. W.
Edwards, Mr. G. H.
Farrow, Capt. J.
Grimble, Mr. & Mrs. G.
Heemskerk, Mr. J. J. B.
Helms, Mr. W.
Langlands, A.O.D., Capt. and Mrs. P.
Pye, Mr. E. Burns
Scott, Mrs. James
Sisters, Govt. Civil Hospital
Surplice, Mr. and Mrs. F. R. C.

KOWLOON HOTEL.

Connally, Miss K.
Fernandez, Mr. & Mrs. J. B.
Grimes, Mr. & Mrs. J.
Harges, Mr. Herm.
Harman, Mr. J. O. B.
Holden, Mr. Geo. H.
Holdon, Capt. H. N.
Loggin, Mr. and Mrs. and child
Nobbs, Prof. A. P.
Riegen, Mr. V.

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 16th.)

COMPANIES.	PAID UP CAPITAL.		LATEST QUOTATION.
Banks.			
Hongkong and Shanghai Banking Corporation	$	125	$602½ sales and buyers
The Bank of China and Japan, Limited—(Preference)	£	5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£	4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£	1	£5.5 buyers
National Bank of China, Limited	£	8	$28 buyers
Do. Founders	£	1.	$15 sellers
Marine Insurances.			
Union Insurance Society of Canton, Limited	$	50	$340
China Traders' Insurance Company, Limited	$	25	$60 sellers
North China Insurance Company, Limited	£	25	Taels 192½
Yangtsze Insurance Association, Limited	$	60	$122½
Canton Insurance Office, Limited	$	+ 50	$170 sellers
Straits Insurance Company, Limited	$	20	nominal
Fire Insurances.			
Hongkong Fire Insurance Company, Limited	$	50	$342½ sellers
China Fire Insurance Company, Limited	$	20	$82 sellers
Shipping.			
Hongkong, Canton, and Macao Steamboat Company, Limited	$	15	$34½ sellers
Indo-China Steam Navigation Company, Limited	£	10	$136
China and Manila Steamship Company, Limited	$	50	$62 sellers
Douglas Steamship Company, Limited	$	50	$45 buyers
China Mutual Steam Navigation Company, Limited—(Preference)	£	10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£	10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£	5	£7 buyers
Star Ferry Company, Limited	$	10	$24½ buyers
	$	2½	$9½ buyers
"Shell" Transport and Trading Company, Limited	£	1	£2 12/6 sellers
Refineries.			
China Sugar Refining Company, Limited	$	100	$136 sales and buyers
Luzon Sugar Refining Company, Limited	$	100	$36 sellers
Mining.			
Punjom Mining Company, Limited	$	9	$5 sellers
Punjom Mining Preference Shares	$	1	$1.25
Société Française des Charbonnages du Tonkin	Francs	250	$325
Queen Mines, Limited	Cents	25	5 cents
Jelebu Mining and Trading Company, Limited	$	5	$4 buyers
Raub A'lian Gold Mining Company, Limited	18s.	10d.	$13 sellers
Olivers Freehold Mines, Limited A	$	5	nominal
Olivers Freehold Mines, Limited B	$	5	nominal
Docks, Wharves and Godowns.			
Hongkong and Whampoa Dock Company, Limited	$	50	$275
Hongkong and Kowloon Wharf and Godown Company, Limited	$	50	$99 buyers
Wanchai Warehouse and Storage Company, Limited	$	37½	nominal
New Amoy Dock Company, Limited	$	6¼	$25 buyers
Lands, Hotels and Buildings.			
China Provident Loan and Mortgage Company, Limited	$	10	$9.75 buyers
Hongkong Land Investment and Agency Company, Limited	$	100	$190 buyers
Kowloon Land and Building Company, Limited	$	30	$31 buyers
West Point Building Company, Limited	$	50	$52 buyers
Hongkong Hotel Company, Limited	$	50	$127 buyers
Oriente Hotel Company, Limited	$	50	$55 sales and buyers
Humphrey's Estate and Finance Company, Limited	$	10	$13½ sales
Cotton Mills.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	$	100	$11⅛ buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels	100	Taels 40
International Cotton Manufacturing Company, Limited	Taels	100	Taels 30
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels	100	Taels 45
Soy Chee Cotton Spinning Company, Limited	Taels	500	Taels 300
Yahloong Cotton Spinning Company, Limited	Taels	100	Taels 10
Cigar Companies.			
Alhambra, Limited	$	500	$1,000 sellers
Philippine Tobacco Trust Co., Limited	$	50	nominal
Miscellaneous.			
Green Island Cement Company, Litmited	$	10	$21 sales and buyers
China-Borneo Company, Limited	$	15	$38 sellers
A. S. Watson & Co., Limited	$	10	$15¾ sellers
Watkins, Limited	$	10	$10 sellers
Hongkong Electric Company, Limited	$	10	$12¾ buyers
Hongkong Electric Company, Limited	$	5	$6¼ buyers
Hongkong and China Gas Company, Limited	£	10	$140 buyers
Hongkong Rope Manufacturing Company, Limited	$	50	$172½
Geo. Fenwick & Co., Limited	$	25	$55 sellers
Hongkong Ice Company, Limited	$	25	$183 buyers
Hongkong High-Level Tramways Company, Limited	$	100	$275 buyers
Dairy Farm Company, Limited	$	6	$8 buyers
Hongkong and China Bakery Company, Limited	$	50	$50
Campbell, Moore & Co., Limited	$	10	$20 buyers
Bell's Asbestos Eastern Agency, Limited	£	1	$1.10
United Asbestos Oriental Ag'cy, Limited	$	4	$10 buyers
Tebrau Planting Company, Limited	$	5	$2 sellers
Universal Trading Co., Limited	$	20	$19½ buyers
Hongkong Steam Water-boat Co., Limited	$	5	$8 buyers
China Light and Power Co., Limited	$	20	$20 sellers
Robinson Piano Co., Limited	$	50	$50
Manila Investment Co., Limited	$	50	nominal

BENJAMIN, KELLY & POTTS
Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS.	DUE
Prinz Heinrich	G str.	R. Heintze	Shanghai	Melchers & Co.	To-morrow
Hamburg	G str.	H. Magin	Singapore	Melchers & Co.	Sept. 18th
Lightning	B str.	J. G. Spence	Singapore	David, S. S. & Co.	Sept. 20th
Gaelic	B str.	Wm. Finch	Japan	O. & O. S. S. Co.	Sept. 24th
Australian	B str.	P. T. Helms	Port Darwin	Gibb, L'ston & Co.	Sept. 25th
Empress of China	B str.	R. Archibald, R.N.R.	Vancouver	C. P. R. Co.	Sept. 30th
Hongkong Maru	J str.	W. E. Filmer	San Francisco	P. M. S. S. Co.	Oct. 2nd
China	A str.	W. B. Seabury	San Francisco	P. M. S. S. Co.	Oct. 10th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

Intimations.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.
Hongkong, 22nd September, 1898. [40

T. M. STEVENS & CO.
CARRY IN STOCK,
A FULL LINE OF "GERMINAL" MANILA CIGARS.
T. M. STEVENS & CO.
Beaconsfield Arcade.
Hongkong, 2nd September 1901. [959c

Intimations.

C. E. WARREN,
BUILDING CONTRACTOR
WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED and FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, QUEEN'S ROAD CENTRAL.
Hongkong, 2nd January, 1901. [8c

CHINA COAST METEOROLOGICAL REGISTER.

15TH SEPTEMBER, 1901, P.M.

STATION.	HOUR.	BAROMETER	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	WIND. FORCE.	WEATHER.
Wladivostock	2 p.m.	—	—	—	—	—	—
Tokio	"	29.74	—	—	N	4	—
Kochi	"	29.83	—	—	N	6	—
Nagasaki	"	29.83	—	—	N	4	—
Kagoshima	"	29.83	—	—	NE	2	—
Taihoku	1 p.m.	29.91	—	—	N	6	—
Taichu	"	29.75	—	—	N	6	—
Tainan	"	29.76	—	—	SW	2	—
Koshun	"	29.80	—	—	NE	4	—
Pescadores	"	29.82	—	—	N	10	—
Gutzlaff	3 p.m.	30.03	76	60	NNE	4	cv
Sharp Peak	"	29.87	79	66	ESE	4	b
Ampy	"	29.82	86	58	ENE	3	c
Swatow	"	—	—	—	—	—	—
Canton	"	29.88	93	46	NE	1	b
Hongkong	4 p.m.	29.84	83	65	SE	1	b
Victoria Peak	"	—	—	—	SE	1	—
Gap Rock	"	29.84	—	—	E	3	—
Macao	"	29.85	88	—	SSE	1	c
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.72	84	77	WSW	2	ot
Malate	3 p.m.	—	—	—	SW	3	c
Bacolod	"	—	—	—	SW	2	c
Iloilo	"	29.77	83	—	SW	2	or
Cebu	"	29.75	88	—	SW	3	c
Cape S. James	"	—	—	—	—	—	—

16TH SEPTEMBER, 1901, A.M.

Wladivostock	7 a.m.	—	—	—	—	—	—
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.88	—	—	SW	2	—
Taichu	"	29.78	—	—	—	0	—
Tainan	"	29.77	—	—	N	6	—
Koshun	"	29.78	—	—	NE	2	—
Pescadores	"	29.82	—	—	N	10	—
Gutzlaff	9 a.m.	30.06	73	76	NE	5	cv
Sharp Peak	"	29.92	77	57	NNW	3	b
Amoy	"	29.90	78	61	NNE	3	c
Swatow	"	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.m.	29.91	81	71	E	1	o
Victoria Peak	"	—	—	—	E	2	—
Gap Rock	"	29.91	—	—	ENE	3	—
Macao	"	29.91	88	—	NE	1	c
Haipong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.76	86	78	NW	1	c
Malate	9 a.m.	—	—	—	WNW	1	b
Bacolod	"	—	—	—	S	2	o
Iloilo	"	29.84	82	—	SE	2	o
Cebu	"	29.83	89	—	SW	2	b
Cape S. James	7 a.m.	—	—	—	WNW	1	o

On the 15th at 11.55 a.m. The barometer has risen moderately in the North, and slightly over the S. coast of China. Pressure remains high over China, and low in the Pacific to the S.E. of the Loochoos. Gradients slight to moderate for N.E. winds on the China coast, and in the N. part of the China Sea. Forecast:—light to moderate N.E. winds; fine.

On the 16th at 11.45 a.m. Barometric changes are slight. Pressure remains high over China, and low in the Pacific to the S. of the Loochoos, where a depression is probably forming. Gradients slight to moderate for N.E. winds on the China coast, and in the N. part of the China Sea. Forecast:—moderate N.E. winds; fine.

F. G. FIGG,
First Assistant.

HONGKONG OBSERVATORY,
Saturday, 14th September, 1901.

PROJECTED SAILINGS.

Destination.	Vessels.	Agents.	Date of Leaving.
Amoy and Shanghai	Whampoa	Butterfield & Swire	Sept. 21.
Anping, S'tow & Amoy	Maidzuru Maru	Mitsui Bussan Kaisha	Sept. 18.
Australian Ports	Rosetta Maru	Nippon Yusen Kaisha	Sept. 24, at 4 p.m.
Bremen & Ports of Call.	Prinz Heinrich	Norddeutscher Lloyd	Sept. 18, at noon.
F'chow v. S'tow & Amoy	Anping Maru	Mitsui Bussan Kaisha	Sept. 25.
Havre and Hamburg	Bamberg	Hamburg-Am'ka Linie	Nov. 2.
Havre and Hamburg	Andalusia	Hamburg-Am'ka Linie	Sept. 21.
Havre and Hamburg	Arabia	Hamburg-Am'ka Linie	October 5.
Havre and Hamburg	Königsberg	Hamburg-Am'ka Linie	Oct. 19.
Japan	Ceylon	P. & O. S. N. Co.	Sept. 21.
Japan	Radnorshire	Shewan, Tomes & Co.	Sept. 17, at noon.
Kobe and Yokohama	Inaba Maru	Nippon Yusen Kaisha	Sept. 27, at daylight.
Liverpool	Ulysses	Butterfield & Swire	Oct. 15.
London	Idomeneus	Butterfield & Swire	Sept. 18.
London	Tydeus	Butterfield & Swire	Oct. 1.
London	Agamemnon	Butterfield & Swire	Oct. 29.
London	Bombay	P. & O. S. N. Co.	Sept. 21, at noon.
London & Ports of Call.	Chusan	P. & O. S. N. Co.	Sept. 28, at noon.
Manila	Perla	Shewan, Tomes & Co.	Sept. 18, at 5 p.m.
Manila and Iloilo	Sungkiang	Butterfield & Swire	Sept. 17
Marseilles, London, &c.	Tamaba Maru	Nippon Yusen Kaisha	Sept. 20, at daylight.
N'saki, Kobe & Y'hama.	Yawata Maru	Nippon Yusen Kaisha	Sept. 20, at noon.
New York v. Suez Canal	Kurdistan	Dodwell & Co., Limited.	Nov. 5.
New York v. Suez Canal	Lennox	Dodwell & Co., Limited.	Nov. 20.
New York v. Suez Canal	Richmond Castle	Dodwell & Co., Limited.	Nov. end.
New York	Manuel Llaguno	Shewan, Tomes & Co.	About Oct. 25.
New York	I. F. Chapman	Arnhold, Karberg & Co.	Quick despatch.
New York v. Suez Canal	Satsuma	Dodwell & Co., Ltd.	Oct. 20.
New York v. Suez Canal	Anapa	Shewan, Tomes & Co.	About Oct. 15.
New York v. Suez Canal	Glengyle	McGregor Bros. & Gow.	About Sept. 24.
New York v. Suez Canal	Mogul	Dodwell & Co., Limited.	Sept. 25.
New York v. Suez Canal	Longships	Jardine, Matheson & Co.	Oct. 15.
San Diego & San F'co	Strathgyle	Butterfield & Swire	About Oct. 15.
San Diego & S. F'co	Carlisle City	Butterfield & Swire	Sept. 19.
S. Francisco v. Japan	America Maru	Toyo Kisen Kaisha	Sept. 17, at noon.
S. Francisco v. Japan	Hongkong Maru	Toyo Kisen Kaisha	Oct. 12, at noon.
S. Francisco v. Japan	Nippon Maru	Toyo Kisen Kaisha	Nov. 5, at noon.
S. Francisco v. Japan	Gaelic	Pacific Mail S.S. Co.	Sept. 24, at noon.
Shanghai	Bengal	P. & O. S. N. Co.	About Sept. 27.
Swatow and Shanghai	Woosung	Butterfield & Swire	Sept. 17.
Singapore, Penang, &c.	China	Sander, Wielder & Co.	Sept. 17.
S'pore, Penang & B'bay.	Tientsin	P. & O. S. N. Co.	About Oct. 5.
Swatow	Haitan	Douglas, Lapraik & Co.	Sept. 17, at 10 a.m.
Sydney & Melbourne	Airlie	G. Livingston & Co.	Oct. 3, at noon.
Tamsui v. Amoy & S'tow	Daigi Maru	Mitsui Bussan Kaisha	Sept. 22.
Tientsin	Kweiyang	Butterfield & Swire	Sept. 23.
Vancouver, v. S'hai, &c.	Empress of Japan	Canadian P'fic R. Co.	Sept. 25.
Vancouver, v. S'hai, &c.	Empress of China	Canadian P'fic R. Co.	Oct. 23.
Vancouver, v. S'hai, &c.	Empress of India	Canadian P'fic R. Co.	Nov. 20.
Victoria, B.C., &c.	Olympia	Dodwell & Co., Limited.	Oct. 1.
Victoria, B.C., &c.	Victoria	Dodwell & Co., Limited.	Oct. 15.
Victoria, B.C., &c.	Braemar	Dodwell & Co., Ltd.	Nov. 12.
Victoria, B.C., &c.	Queen Adelaide	Dodwell & Co., Limited.	Oct. 8.
Victoria, B.C., &c.	Tsenkai	Jardine, Matheson & Co.	Quick despatch.
Yokohama and Kobe	Trieste	Sander, Wieler & Co.	Sept. 19.

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 17th instant, at 7.30 A.M.

For Swatow—Per *Haitan*, to-morrow, the 17th instant, at 9 A.M.

For Bangkok—Per *Keongwai*, to-morrow, the 17th instant, at 9 A.M.

For Bangkok—Per *Mongkut*, to-morrow, the 17th instant, at 9 A.M.

For Manila and Iloilo—Per *Sungkiang*, to-morrow, the 17th instant, at 10 A.M.

For Nagasaki, Kobe and Yokohama—Per *Radnorshire*, to-morrow, the 17th instant, at 10 A.M.

For Singapore and Calcutta—Per *China*, to-morrow, the 17th instant, at 10 A.M.

For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, to-morrow, the 17th instant, at 11 A.M.

For Macao—Per *Heungshan*, to-morrow, the 17th instant, at 1.15 P.M.

For Canton—Per *Powan*, to-morrow, the 17th instant, at 5 P.M.

For Swatow, Amoy and Anping—Per *Maidzuru Maru*, to-morrow, the 17th inst., at 5 P.M.

For Europe, &c., India, via Tuticorin—Per *Prinz Heinrich*, on Wednesday, the 18th inst., at 11 A.M.

For Manila—Per *Perla*, on Wednesday, the 18th instant, at 4 P.M.

For Singapore, Sourabaya and Samarang—Per *Chelydra*, on Thursday, the 19th instant, at 2 P.M.

For Shanghai—Per *Whampoa*, on Friday, the 20th instant, at 4 P.M.

For Tientsin—Per *Kweiyang*, on Monday, the 23rd instant, at 4 P.M.

For Singapore, Penang and Calcutta—Per *Laisang*, on Tuesday, the 24th inst., at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 25th inst., at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Chusan*, on Saturday, the 28th inst., at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,252, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain ———,—Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence,—Tai On Steamship Co.

Pak Kong, British steamer,—Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,—Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 141, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, D. Bowie,—Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Kwai Lum, British steamer,—Kai Hing & Co.

Lil, American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co.,—J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

EXCHANGE.

Hongkong, 16th September.

ON LONDON,	Telegraphic Transfer	1/11½
„	Bank Bills, on demand	1/11 5/16
„	Credits, 4 months' sight	1/11 11/16
„	D'ments, 4 months' sight	1/11 13/16
ON BERLIN,	(demand)	M.1.98¾
ON PARIS,	Bank Bills, on demand	2.45
„	Credits, 4 months' sight	2.48
ON NEW YORK,	Bank Bills, on demand	47½
„	Credits, 30 days' sight	47¾
ON BOMBAY,	Telegraphic Transfer	145
„	On demand	145½
ON SHANGHAI,	Telegraphic Transfer	73
„	Private 30 days' sight	nom.
ON YOKOHAMA,	T.T.	5¼ % prem.
Sovereigns,	Bank's Buying Rate	$10.32
Gold Leaf	100 touch, per tael	53.20
Bar Silver		27
Dollars		nom.

VESSELS IN PORT.

Steamers.

AILSA CRAIG, British steamer, 2,540, Robertson, 14th Sept.,—Moji 7th Sept., Coal.—Mitsui Bussan Kaisha.

AMERICA MARU, Japanese steamer, 3,460, P. H. Going, 7th Sept.,—San Francisco 10th Aug., and Shanghai 5th Sept., Mails and General.—J. S. Van Buren.

BABELSBERG, German steamer, 1,379, A. Rieckmann, 7th Sept.,—Samarang 29th Aug., Sugar.—Butterfield & Swire.

CANTON, British steamer, 1,110, D. F. F. Lawrence, 13th Sept.,—Shanghai 10th Sept., General.—Jardine, Matheson & Co.

CARLISLE CITY, British steamer, 1,894, A. L. Paterson, 12th Sept.,—Vladivostock 6th Sept., General.—Butterfield & Swire.

CHANGSHA, British steamer, 1,463, T. Moore, 12th Sept.,—Shanghai 9th Sept., General.—Butterfield & Swire.

CHARLES ROGIER, Belgian steamer, 1,292, Smith, 8th Sept.,—Moji 1st Sept., Coals.—Order.

CHELYDRA, British steamer, 1,567, R. Cox, 14th Sept.,—Calcutta via Penang and Singapore 8th Sept., General.—Jardine, Matheson & Co.

CHINA, Austrian steamer, 3,855, Agostur Leva, 14th Sept.,—Moji 9th Sept., General.—Sander, Wieler & Co.

DECIMA, German steamer, 794, H. Schlaikier, 14th Sept.,—Saigon 10th Sept., Rice.—Siemssen & Co.

ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.,—Manila 31st August, Ballast.—Brandao & Co.

EMPRESS OF JAPAN, British steamer, 3,003, H. Pybus, R.N.R., 11th Sept.,—Vancouver B.C. 20th Aug., and Shanghai 8th Sept., Mails and General.—C. P. R. Co.

KEONGWAI, German steamer, 1,115, A. von Riegen, 11th Sept.,—Bangkok 31st Aug., Rice and Teakwood.—Melchers & Co.

KOUN MARU, Japanese steamer, 1,783, Y. Minamikawa, 11th Sept.,—Kobe and Moji 3rd Sept., General.—Kusakabe & Co.

LAI SANG, British steamer, 2,224, G. Payne 29th Aug.,—Moji 23rd August, Coal.—Jardine, Matheson & Co.

LOONGMOON, German steamer, 1,245, R. Schuldt, 9th Sept.,—Canton 9th Sept., General.—Siemssen & Co.

MAIDZURU MARU, Japanese steamer, 667, Saitan, 14th Sept.,—Anping 11th Sept., General.—Mitsui Bussan Kaisha.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 14th Sept.,—Haiphong 10th Sept., Rice.—Jebsen & Co.

MONGKUT, German steamer, 852, Götshe, 10th Sept.,—Bangkok 3rd Sept., Rice.—Windson & Co.

PERLA, British steamer, 1,287, J. A. McArthur, 14th Sept.,—Manila 11th Sept., General.—Shewan, Tomes & Co.

RADNORSHIRE, British steamer, 1,889, R. C. Bindloss, 10th Sept.,—Singapore 3rd Sept., General.—Shewan, Tomes & Co.

RAJABURI, German steamer, 1,189, A. Ahlbarn, 14th Sept.,—Bangkok 3rd Sept., and Koh-si-chang 7th, Rice.—Butterfield & Swire.

SATSUMA, British steamer, 4,100, McPintosh, 3rd Sept.,—New York 17th June, and Manila 31st Aug., General.—Dodwell & Co., Ld.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 11th Sept.,—Cebu 7th Sept., General.—Butterfield & Swire.

TETARTOS, German steamer, 1,518, Bruhn, 12th Sept.,—Java 4th Sept., Sugar.—Siemssen & Co.

TRIGONIA, British steamer, 1,069, Powell, 20th Aug.,—Shanghai 16th Aug., Kerosine.—Arnhold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.,—Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ld.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,—Manila 9th May, Ballast.—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.,—Haiphong 15th Aug., Ballast.—Order.

HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept.,—Chefoo 28th Aug., Ballast.—Arnhold, Karberg & Co.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.,—Kobe 19th July, General.—Arnhold, Karberg & Co.

LAUNBERGA, American bark, 906, McDougall, 14th Aug.,—Cebu 6th Aug., Ballast.—Master.

L. SCHEPP, American ship, 1,673, Kendall, 5th July,—Manila 25th June, Ballast.—Carlowitz & Co.

MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June,—New York 3rd Mar., Kerosine Oil.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.,—Manila 18th Feb., Ballast.—Master.

STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.,—New York 4th May, Kerosine.—Standard Oil Co.

SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July,—Manila 17th July, Ballast.—Siemssen & Co.

VALE OF DOON, British bark, 672, Peterson, 31st Aug.,—from Nar Yun, Wood.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 16th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Wei-hai-wei.

Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., cruising.

Astræa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Amoy.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.

Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. Stokes, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Pownall, Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. Carter, Wei-hai-wei.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, M.V.O., Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Wei-hai-wei.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Taku.

Phœnix, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Canton.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.

Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris-H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtsze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-hai-wei.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 i.p.h., Lieut.-Comdr. Lyne, Shanghai.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singapore.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter y. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.

Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Taku.

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchicht, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sistk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Svotchka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* *Fürst Bismarck*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

*** *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sthamer, at Canton.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.

Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Wœrth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfmer, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendemann.
** Flagship of Rear-Admiral Geissler.
***. Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,700 tons, Capt. Baëhme, at Taku.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Defèvre, at Shanghai.

Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loliel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Saulne, at Shanghai.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Japan.

Guichen, 1st-class cruiser, 8,277 tons, 24,000 i.h.p., 8 guns, Capt. de Surgy, en route Home.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.

Styx, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai.

Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong.

Vipere, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fieramosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 4,033 tons, Captain Cecconi, en route Singapore.

Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 i.h.p., Capt. Zezi, at Shanghai.

Vetter Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan.

Yaeyama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Saseho.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Saseho.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.

Akagi, 620 tons, 10 guns, 700 h.p., at Shanghai.

Atago, 620 tons, 10 guns, 700 h.p., at Taku.

Maya, 620 tons, 10 guns, 700 h.p., at Kure.

Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.

Soko, 572 tons, 4 guns, 400 h.p., at Saseho.

Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Chinto, 490 tons, 5 guns, 472 h.p.

Chinest, 490 tons, 5 guns, 472 h.p.

Chin Hoku, 490 tons, 5 guns, 472 h.p.

Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p.

Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.

Shinonome, 279 tons, at Kure.

Yugiri, 279 tons, at Takeshiki.

Shiranuki, 279 tons, at Kobe.

Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.

Obow, torpedo-catcher, 318 tons, Capt. Camada, at Japan.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.

Fuso, at Kure.

Naniwa, at Yokosuka.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery traning ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima. (used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka. (used as a hulk.)

Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.)

THE HONGKONG TELEGRAPH.

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